


No. 15,457. 號七十五百四千五萬一第 日四十二月九年三十三緒光 HONGKONG, WEDNESDAY, OCTOBER 30th, 1907. 三拜禮 號十三月十年七零百九千一英港香 PRICE, \$3 PER MONTH. HOTELS


WATSON'S
HYGIENOL
A POWERFUL DISINFECTANT
AND GERMICIDE.

CHEAP HARMLESS, EFFECTIVE

Per. Pint Tin	50 cents
„ Gallon „	\$2.00

A. S. WATSON & CO..
LIMITED,
THE HONGKONG DISPENSARY.
a1005

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$3.00 per cask ex Factory.
In Bags 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1917. a1046

**AUTOMATIC BROWNING
POCKET PISTOLS.**

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907.

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. 575

A LING & CO..
19, QUEEN'S ROAD CENTRAL
(Next to MESSRS. KUHN & KOMOR).

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 1691

A. TACK & CO..
26, DES VŒUX ROAD, CENTRAL.

THE CHEAPEST AND BEST
PHOTO SUPPLIES
IN THE COLONY
DEVELOPING AND PRINTING
UNDERTAKEN.

A. TACK & CO.
Hongkong, 16th, October, 1907. 1487

KUHN & KOMOR'S
ART CURIOS STORE
will be **RE-OPENED** on the 5th inst. at
No. 13, **QUEEN'S ROAD** (under
Connaught Hotel) and
A CLEARANCE SALE
At greatly **REDUCED PRICES** will be
held to the end of this month.
Inspection Cordially invited.
Hongkong, 3rd October, 1907. 1006

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

— WEEK DAYS. —

7.30 a.m.	...	Every 10 minutes
7.30 a.m. to 9.30 a.m.	...	Every 15 minutes
9.30 a.m. to 11.00 a.m.	...	Every 15 minutes
11.30 a.m. to 12.45 p.m.	...	Every 15 minutes
12.45 p.m. to 1.15 p.m.	...	Every 10 minutes
1.15 p.m. to 1.45 p.m.	...	Every 15 minutes
1.45 p.m. to 2.15 p.m.	...	Every 10 minutes
2.15 p.m. to 3.00 p.m.	...	Every 15 minutes
3.30 p.m. to 4.00 p.m.	...	Every 15 minutes
5.00 p.m. to 8.00 p.m.	...	Every 10 minutes.

NIGHT CARS.

8.45 p.m. & D.C.s	...	8.45 to 11.15 p.m., every 1 hour.
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— SATURDAYS. —

7.30 a.m. to 9.00 a.m.	...	Every 15 minutes.
9.00 a.m. to 10.30 a.m.	...	Every 10 minutes.
9.30 a.m. to 10.30 a.m.	...	Every 16 minutes.
10.30 a.m. to 12.00 noon	...	Every 10 minutes
11.45 a.m. to 12.00 Noon	...	Every 15 minutes.
12.00 Noon to 1.00 p.m.	...	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	...	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	...	Every 10 minutes.
1 p.m. to 7.00 p.m.	...	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	...	Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Voeux
Road Central.

JOHN H. HUMPHREY & SONS
General Managers.
Hongkong, 9th May, 1907.

CHAMPAGNE
G. H. MUMM & CO.,
THE MOST POPULAR WINE.

Can be had in the following qualities:—
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER
BRANDS.

SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE
AT ALL WINE MERCHANTS IN THE COLONY, AND FROM
SHEWAN, TOMES & CO., SOLE AGENTS.

Hongkong, 1st June, 1907. [a1017]



MITSUI BUSSAN KAISHA

(MITSUI & CO.)

IMPORT EXPORT AND COMMISSION MERCHANTS.
HONGKONG BRANCH, —PRINCE'S BUILDINGS, Ice House Street.
M. KOBAYASHI, Manager.

HEAD OFFICE, —1, SURUGACHO, TOKYO.

OTHER BRANCHES:

London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok, Sourabaya, Manila, Canton, Swatow, Amoy, Fookow, Tsingtau, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Tairen, Amoy, Fookow, Fuzhou, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Maizuru, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Seppore, Taipeh, Tainan, &c.

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IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper, Silver, Tin, Lead and other Metals, Railway Materials, Acids, Camphor, Flour, Cereals, Maize, Rice, Opium, Juggles, Mushrooms, Sugar, Wax, Vermicelli, Sulphur, Hemp, Beer, Cement, Cigarettes, Matches, Paper, Hides, Leather, Belts, Teak & other Timber etc.

113

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WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA

ESTABLISHED 1815.

		Per Case.
BRANDY	★★★★	\$21.50
"	★★★	19.00
"	★★	16.00
WHISKY, PAUL MALL		19.00
"	JOHN WALKER & SONS'	
	OLD HIGHLAND	12.00
"	C. P. & CO'S SPECIAL	
	BLEND	10.00
PORT WINE, INVALIDS		19.00
"	DOURO	13.00
SHERRY, AMOROSO		19.00
"	LA TORRE	15.25
BENEDICTINE, D.O.M.		40.50

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NEW STOCK OF SPORTING GOODS.

CRICKET BATS from \$6.00 each.
BALLS " 90 cents each.
STUMPS, LEG GUARDS, GLOVES, ETC.

TENNIS RACKETS from \$10.00 each.
BALLS per doz. \$9.00
POSTS, NETS, COURTMARKERS, ETC.

HOCKEY STICKS from \$2.75 each.
BALLS " 50 cents each.
LAWN BOWLS, QUOITS, CROQUET.

FOOTBALL RUGBY \$5.00 each.
ASSOCIATION from \$4.50 each.

SANDOW'S DEVELOPERS AND DUMB BELLS.

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THE Undersigned have received in instructions to sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
ON FRIDAY AND SATURDAY,
the 1st and 2nd November, 1907, commencing each day at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, corner of Ice House Street,
A LARGE ASSORTMENT OF
JAPANESE CURIOS
COMPRISING —
MOTHER-OF-PEARL INLAIN PANELS AND SCREENS, IVORY CARVINGS
AND NETSUKE, OLD JAPANESE BUDDHAS, CARVED BRASS VASES,
BOWLS AND INCENSE BURNERS, KINKOSAN SATSUMA VASES AND
INCENSE BURNERS, MAKUOZU VASES AND PLATES, SILK-EMBROIDERED
SCREENS, KIMONOS AND KAKEMONOS, TORTOISE-SHELL ORNAMENTS.
KAGA TEA SETS, &c., &c.
Catalogues will be issued.
Terms:—As usual.

HUGHES & BOUGH,
Auctioneers.

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TRADE
TEN YEARS OLD.
\$13 PER DOZEN.
"WHITE HORSE" WHISKY
BOTTLED IN SCOTLAND
FROM THE
ORIGINAL RECEIPT OF 1746.
SOLE AGENTS:
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The Art of writing English. A Manual for Students with Chapters on Paraphrasing, Essay writing, Punctuation and other Matters, by J. M. D. Meiklejohn	\$1.75	Threepence a Day for Rood by Enstace Miles	9
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Donatienne, par René Bazin	50	Kaempfer's History of Japan: 3 vols.	5
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Walker's Rhyming Dictionary of the English Language	2.50	WITH PHONETIC PRONUNCIATION.	
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FRESH STOCKS OF
KODAK FILMS. IFORD PLATES AND
PAPERS. AND PHOTO GOODS
OF EVERY DESCRIPTION.
PRICES OF FILMS HAVE BEEN REDUCED.
DEVELOPING AND PRINTING A SPECIALITY. [a1018]

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201

OUR New Patent Low Set Express Cushions can be fitted to any **BILLIARD TABLE** making it for playing purposes as good as new.

Freight on a case of Cushions to Bombay, Rs. 4/- only.)

**BEST AFRICAN IVORY BILLIARD BALLS
THOROUGHLY SEASONED.**

CRYSTALATE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

**WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES
AND MATERIALS OUT OF LONDON.**


ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards, can be had on application from the Offices of this paper.

JOHN ROBERTS & CO.. LD..
BILLIARD TABLE MAKERS AND IVORY TURNERS,
BOMBAY.

Hongkong, 6th April, 1904.

BASS & CO.'S PALE ALE
'HORSEHEAD' BRAND.



\$18.00 PER CASK...	...	4 DOZEN QUARTS.
20.00 " " "	...	8 " PINTS,
24.00 " " "	...	12 " SPLITS.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

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WINE AND SPIRIT MERCHANTS,
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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
 Dining accommodation for 300 Persons
 Well Furnished Reception Rooms
 Private Bar and Billiard Room for Hotel
 Residents
 Electric Lifts to each Floor.
 Electric Lighting and Fans
 Telephones on every Floor.
 Every Comfort
 Ladies' and Gents' and Ten Rooms
 Ladies' Cloak Rooms
 Matron in attendance
 CHARGES MODERATE, AND NO EXTRA.
 A. F. DAVIES, Manager.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
 Ladies' Afternoon Tea-Rooms.
 Private Bar and Billiard-Rooms.
 Hot and Cold Water throughout.
 Electrically Lighted Electric Fans (if required).
 Electric Passenger Elevator to each floor.
 Table D'Hôte at separate tables.
 For Terms, &c., apply to the—
MANAGER.
 Hongkong, 24th July, 1905. at 1704

"KINGSLERE,"
PRIVATE HOTEL.
APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.

Telegraphic Address: { A.B.C. Code, 5th I.
ELECTRIC LIGHT, Hot and Cold Wa
 throughout. Billiards, Tennis, Croqu
 putting green and fine stabling for horses.
 45 Proprietress, Mrs. G. SACHS.

THE GRAND HOTEL
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FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOM.
Situated in close proximity to the Harbour
and Railway Station.

3.50
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BEST WINES AND LIQUORS SUPPLIED

Special arrangements for a long stay.

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70	807	M. MAILLE
1.40		VICTORIA HOTEL
1.40		SHAMEEN-CANTON.

1.40
1.40
70
70
70
70
70
1.40
31

FIRST CLASS EUROPEAN HOTEL
On the British Concession.
Electrically Lighted.
Every Modern Comfort and Convenience
Reasonable Rates.
Under the Personal Superintendence of
H. HAYNES, late Manager Hongkong H

MACAO HOTEL
TELEGRAMS—FAIRMER, MACAO,
MACAO, CHINA.

In the Centre of the Praya Grande
CAPT. T. AUSTIN, Manager,
Both Hotels Electrically Lighted and
experienced European Management.
Every Comfort and Convenience for Residents
and Tourists.
WM. FARMER, Proprietor

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(HOTEL-SANITARIUM OF SOUTH
CHINA),
MACAO.

HAS been re-opened under European management and most strict supervision to food cleanliness and hygiene of the as to food cleanliness and hygiene of the All comfort of a home.
A most pleasant retreat for those desiring a few days rest and quiet.
Comfortable accommodation for travellers paying a visit to the historical and picturesque city of Macao.
Macao is 40 miles south-west of Hong Kong. Two steamers (s.s. *Sui An* and *Sui Tai*) depart from Canton, and two steamers from Canton, give easy communication with these centres.
Cable Address—"BOATISTA."
For Terms, apply
THE MANAGERS

NOTICE.

NOTICE IS HEREBY GIVEN
on and after This Date all Receipts
Contracts or Orders for Goods—purchases
in connection with the business of this
must be SIGNED by HO SHAU CHEE
(何壽禮) and HO-MAN YUK (何仁)
or either of them, otherwise the Proprietor
this Hotel will not be responsible for same.

NOTICE IS HEREBY ALSO GIVEN
that the Proprietors of the Hotel will
be responsible for any Debts contracted by
the employees unless signed by either
above Signatories.

CONNAUGHT HOTEL PROPRIETORS
Hankong, 24th October, 1907.

NOTICE.

A new Contractor's Shop having opened under the style of "HOP CHONG & CO." in the same street ourselves we respectfully beg to ask Customers to kindly address any order or communication intended for us to No. 4 Ham Street.

HOP HING CHEE
Builder & Contractor
HONGKONG, 21st October, 1907.

INTIMATION

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

CLARET.

	per case,	per case
	1 doz. qts.	2 doz. pils.
St. ESTEPHE	7.50	\$ 8.50
St. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION		
LARRIVET	18.00	20.00
CHATEAU MOUTON		
D'ARMAILHACQ	22.00	24.00
CHATEAU PONTET		
CANET	25.00	
CHATEAU LA TOUR		
CARNET	30.00	
CHATEAU RAUZAN	44.00	
CHATEAU LAFITE	50.00	

OUR CLARETS, INCLUDING THE LOWEST PRICED, ARE OF EXCEPTIONAL VALUE, AND GUARANTEED TO BE THE GENUINE PRODUCT OF THE JUICE OF THE GRAPE.

CLARETS FROM THE CELEBRATED CHATEAUX ABOVE MENTIONED ARE TOO WELL KNOWN TO CONNOISSEURS TO NEED COMMENT, AND WE CAN CONFIDENTLY RECOMMEND THEM AS MATURE AND IN FINE CONDITION.

A. S. WATSON & CO.
LIMITED.
WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS,

Hongkong, 23rd October, 1907.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 34. Telephone No. 12.

BIRTHS.

On October 21st, to Mr. and Mrs. E. P. SILBY, at Shanghai, a daughter.

On October 22nd, at Shanghai, the wife of T. J. KOEHL, of a daughter.

MARRIAGE.

On October 24th, at Shanghai, LAURENCE CHARLES HODGKINSON, to ISABELLA BIRD.

HONGKONG OFFICE: 10A, DES VIGUE ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 30TH, 1907.

The agreements which have been arrived at between the different Powers with respect to their action in the Far East amount in effect to a policy of "hands off" with regard to China. The chief feature is that Chinese integrity is to be respected—and this, in other words, is equivalent to a declaration that none of the Powers concerned—Great Britain, France, Russia and Japan—will adopt any aggressive policy towards China, but will remain content with the positions which they respectively occupy at the present time. Such an agreement is the natural outcome of the policy which has been for so many years persistently pursued by China of working upon the jealousies of foreign nations and pitting them the one against the other. That some such understanding might be arrived at by foreign nations was long ago perceived as a possibility by those who had watched the progress of events in China, but, as is so often the case, this result has been brought about in a very different manner to any that was anticipated. The establishment of

Japan as a first class Power in the East, has completely altered the aspect of matters in that direction. The acquisition of territorial possessions in China is now no longer a matter that can be pursued without the danger of complications in other directions. Any step of the kind which would be likely to interfere with the rights of Japan would be liable to be questioned at once, and certainly would lead to opposition, if persisted in. Under the circumstances, it is not likely that any foreign nation would wish to push its way by conquest in China, and incur risks similar to those which were formerly accepted by Russia and with such disastrous results. Looked at in this light, the game may well appear not worth the candle. Apart however, from these more obvious considerations, there has of late been less desire on the part of any foreign nation to push its way in the direction of territorial acquisition in China, for the reason that the seriousness of the responsibilities, which would so be undertaken, is now far more generally understood than it was formerly. It may be doubted whether any European nation could govern any large portion of China effectively. The Russians with their great linguistic powers and a certain easy adaptability to the ways of other people, might be considered more likely to succeed than any other European nation; but unfortunately Russian administration is tainted with many of the defects of that in China; and unless a marked reform were made in respect to official incorruptibility, it would probably soon sink to much the established level of China, and by degrees slip back largely into Chinese hands. Unless it were possible absolutely to do away with the corruption which attaches to Chinese government, any nation would find the Chinese a very troublesome people to satisfy and it would also have to face the possibility of constant disturbances and outbreaks worked up by secret societies and the like agencies. This has become more and more known of late years, and has made most foreign nations justly chary of incurring such responsibilities. Thus, upon both the grounds indicated, there has been less desire to acquire territorial possessions in China; and the embodiment in the recent conventions of a declaration that the Powers concerned would respect China's integrity, though valuable as a definite record of their intentions, does not effect any material alteration in the policy which would in all probability have been pursued, had no such conventions been entered into. This consideration is of some importance, as otherwise it might be feared that a general formal declaration by the European nations chiefly concerned, that Chinese integrity would always be respected, might have the effect of encouraging China to put off any honest attempt to come into line with foreign nations under the full assurance that under no circumstances, would she stand in danger of serious reprisals. There is no doubt that she has shown signs of falling into this error already—but it must become apparent that such an agreement as has been made, would not in practice be considered without some qualification; and that circumstances might arise when there would be a concurrence of opinion among the Powers, that the agreement could no longer apply. So long as China can hold things together in some decent form, no nation would be inclined to interfere with her; but there is at the same time the contingency here that, unless she find means of improving her internal administration, an outbreak might occur which might put an end to the existing order of things, and under such circumstances manifestly foreign nations would not be longer bound by an agreement to preserve the integrity of China as such integrity would no longer exist. As matters now stand the future of China is left in her own hands; and it is for her to find means to supply such government to the country as will satisfy the people at large, prevent outrages against foreigners and preserve friendly relations with European nations. To this task she declares she is willing to devote herself. It remains to be seen whether she will be equal to her professions. It is certainly somewhat curious that China should have thought it necessary to protest against an arrangement that will at least give her another chance, but the ways of Chinese are peculiar.

It is reported that a naval port will be constructed on the estuary of the River Amar, near the village of Mago.

A coolie appeared before Mr. F. A. Hazeland at the Police Court yesterday morning, charged with stealing nine pounds of brass from a shop at Hungghom. He was found guilty and sentenced to three weeks' imprisonment with hard labour.

The body of a sailor, apparently a German, was found by the Water Police floating in the harbour at West Point yesterday morning. Inquiries are being made as to his identity, and the vessel to which he belonged.

At Holy Trinity, Sloane Street, on Oct. 1st, were married Mr. N. J. Hannon and Miss Marjorie Morland. Mr. Hannon is the only son of Sir Nicholas and the late Lady Hannon. Sir Nicholas will be remembered as a former British Consul at Shanghai.

The Portuguese Progressive leaders, in conference at Lisbon, are said to have resolved on absconding themselves from the Royal reception. A circular has been issued which has received extensive support in the provinces, commending Senhor Sousa's candidature for the Regenerador leadership. The Republican paper "Paiz" has again been suppressed.

The question of the grant of compensation for injuries to commissioned officers having been under consideration, the Admiralty have decided to reduce the period within which applications for compensation must be made from ten to five years, and the necessary alterations in the King's Regulations have been ordered.

Chak Sam was arrested with \$14 worth of copper in his possession for which he could not account. Charged before Mr. F. A. Hazeland at the Police Court yesterday, he still refused to say how he came by the copper and was ordered to pay a fine of \$50, the alternative being three weeks' imprisonment.

Mr. Noss, the Japanese Consul-General at Ottawa, has been daily receiving claims for damages suffered by his compatriots at Vancouver. The total amount has not yet been ascertained. The Dominion Government will probably send a Special Commissioner to Japan to consult with the authorities there regarding the restriction of Japanese immigration into Canada.

The Kiel correspondent of the "Lokalanzeiger" telegraphs that according to the latest arrangements the Imperial yacht Hohenzollern and the cruisers Scharnhorst and Königsberg are to be in readiness at the month of the Elbe on November 8 for the Emperor's visit to England. It is therefore assumed that the Emperor will start on November 9.

The "New York Herald's" correspondent at Kingston (Jamaica) says: The City Council has adopted a resolution calling upon the Government to amend the pauper alien immigration law, so as to prohibit the entrance of undesirable foreigners. This is aimed at Chinese and Syrians, who were said to be overrunning the island.

An unpleasant discovery was made at the Standard Oil Company's Works at Lough Lisk on Monday afternoon, when the dead body of a coolie, with a deep gash across the throat, was discovered. The police were immediately called, and the body was removed to the Mortuary. What little of the official present is known is known only to the police, and information from them will not be forthcoming until more light is thrown on the occurrence. They are not in a position to state whether the case is one of murder, or suicide. There is to be a postmortem examination.

The master of a cargo truck appeared before Mr. F. A. Hazeland at the Police Court yesterday on the charge of obstructing a tramcar. The truck was loaded with goods weighing about 30 cwt at one of the godowns at West Point, and three coolies started off with this cargo for First Street. As usual, they got on the tram line, and were not long under way when the ringing of a tram bell warned them that a car was approaching. They tried to get off the line, but one of the wheels getting caught in a rail they were unable to shift. After exerting themselves for sometime without success, they decided to remove the cargo, and while so engaged delayed the tramway service. Eventually the tram was able to proceed, and a constable took the master to the police station and charged him. Mr. Hazeland imposed a fine of \$15.

Mr. Dadabhai Naoroji, who was to have left England last month, on his final return to India, was at the last moment unable to proceed on his journey, as the illness from which he has been suffering for some little time took a more severe form, and his medical advisers insisted on his keeping to bed. He has resided in England for over 40 years, and during most of the time he has been actively engaged in political work, and last year he went out specially to India in order to preside at the annual session of the Indian National Congress. Mr. Naoroji was unable to attend the reception given by the London Indian Society in honour of the veteran politician, whose distinguished personal qualities and high character have won for him universal regard in this country as well as the respect and affection of his fellow Indians.

The Paris "Journal" gives particulars of an inquiry ordered by M. Desu, Governor of Indo-China, for the purpose of giving effect to the instructions addressed to him some time ago by the Colonial Minister for the gradual suppression of the use of opium in the French colonies of the Far East. The instructions in question provided that no new opium dens should be authorized, that the price of the drug should be increased, and that officials known to be opium smokers should be excluded from promotion. The committee entrusted with this inquiry will first examine the present conditions of the consumption of opium in Indo-China; secondly, propose measures capable of bringing about its gradual suppression in that territory; thirdly, discover the means of compensating the Budget for the loss of revenue thus incurred; fourthly, suggest the repressive measures to be employed for the enforcement of the new regulations respecting the sale and use of the drug.

According to the "New York American," the United States Naval Board has decided to construct a great fleet of warships to replace those which are now proceeding to the Pacific. Plans are being prepared for four battleships, which will be of greater tonnage and superior armament to the recently authorized vessels of the Dreadnought type.

A violent storm lasting an hour and a half swept over Lisbon on September 23rd. Torrential rain fell, and in several parts of the city and suburbs houses were flooded, several to a depth of 8 ft. The train and tramway services were suspended for a time. Several houses collapsed as the result of inundations in the district round the capital. The lightning was of the most terrifying character, and caused some thing like a panic. The cross surmounting the chapel of the Prazeres cemetery was struck and shattered by lightning. The walls of hewn stone were split like cardboard. Several houses in the city were struck and set on fire. The damage by flood and fire was enormous.

There has just been brought to light a great scandal with regard to the flotilla of gunboats on the Amur River. The "Prismorye," a Russian newspaper published in the Far East, contained the laconic item, that seven gunboats, belonging to the Amur flotilla were destroyed by fire early in August (New Style), near Sretensk. The gunboats had not been launched, and the new workshops were destroyed at the same time. The damage is estimated at rather more than £100,000. The gunboats referred to are probably those which were sent out in sections last spring from St. Petersburg by rail to the Far East to be put together at Sretensk for use in patrolling the Amur River. The Russian Press reproaches the Ministry of Marine with having concealed the catastrophe so long. The "Prismorye" says that a Government inquiry had been ordered into the management of the works on the Amur at Sretensk, and that the local officials in charge of them set fire to the works and offices so that all traces of culpability should be destroyed.

The "Globe" says:—A nice little gamble in Pahang has been in progress for the last few weeks, and the sport in the price is facetiously said to be due to "buying from Hongkong." The Pahang Consolidated is a reconstruction of the Pahang Corporation and the Pahang-Kabang. The authorized capital is £250,000 in 100,000 seven per cent. preference shares of £1 each, and 600,000 ordinary shares of 5s. each. There are 500,000 ordinary shares issued, 38,000 credited as fully paid, and £14,000 on which 4s. 6d. has been called up. It is in these shares that a determined attempt is now being made to interest the public. In the course of the reconstruction the Malay Exploration Syndicate got 36,000 ordinary shares for its interest, and a further 54,000 for guaranteeing the subscription of 414,000 ordinary shares, offered to the shareholders in the old companies at par. Recent news from the mine is good, but by no means sensational. It certainly does not appear to warrant the present absurd price of 44s. 6d.

SUPREME COURT.

Tuesday, 29th October.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING JUSTICE OF THE PEACE).

LI PAU AGAIN.

A number of actions were heard against the Lik Loong Wo Kee bank, of which it will be remembered the Justice Judge held that Li Pau was a partner. Mr. E. J. Grist, acting for the following plaintiffs who each claimed for \$1,000, Man Hop Yuen Sang Ki and the Chen Tung Yuen, obtained judgment in each case, the claims being for money deposited with the bank. Mr. F. C. Master, who had formerly obtained judgment against Li Pau in four similar actions, now asked for formal judgment against the bank, and the cases having been proved judgment was entered accordingly. Mr. d'Almeida Castro also obtained judgment on behalf of Kom Kwan Bing for \$1,000.

CHINESE ENGINEERING AND MINING COMPANY, LTD.

The annual general meeting of the shareholders of the Chinese Engineering and Mining Co., Ltd., will be held in London on the 28th October 1907, when the Directors' report and accounts for the financial year ending February 28th, 1907, will be submitted.

EXTRACT FROM DIRECTORS' REPORT.

The net result of the year's transactions shows a balance to the credit of profit and loss account of £208,396, made up as follows:—

Net profit, after providing for all charges in China ... £241,215
Add Balance brought forward from last year ... £6,684
Gross receipts in London ... 6,140 12,741

Total ... £253,959

Deduct Expenditure in Europe, Salaries, stores etc ... £7,100
Debentures, interest ... 25,183
Debentures, redemption ... 10,400
Directors' fees ... 3,250 45,538

Leaving a net balance of £208,396

of which the Directors recommend should be appropriated as follows:—

In placing to reserve for depreciation ... £240,000

(making a total reserve of £155,000)

In paying a final dividend of 1/8 per share (free of tax) payable 2nd Nov. 1907 75,000

Making a dividend of 15 per cent. for the year with the interim dividend of 1/8 per share paid on 1st May 1907 75,000

Directors' percentages on profits in accordance with the articles of association 6,840

And carrying forward ... 11,556

£208,396

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GERMAN SCANDAL.

LONDON, October 29th.

Herr Harden, the German newspaper editor against whom an action was brought by Count Kuno Moltke for damage sustained to his reputation through the latter accusing him of an unnatural offence, has been acquitted.

[BROTHER'S SERVICE.]

THE FINANCIAL SITUATION IN AMERICA.

LONDON, October 27th.

Owing to the numerous runs on the Banks yesterday, and the consequent stoppages in different cities of America, the leading financiers are making impassioned appeals to the public to desist from withdrawing money from the Banks.

LATER.

The New York financiers are more optimistic in view of the prospective influx of gold from Europe to South America. There were no suspensions of any importance yesterday.

THE M. C. C. IN AUSTRALIA.

LONDON, October 27th.

The Marylebone Cricket Club, in its first match at Perth, has made 350 runs for 7 wickets.

KING ALFONSO'S VISIT TO ENGLAND.

LONDON, October 27th.

H.M.S. Renown will embark King Alfonso and Queen Victoria on Tuesday, at Cherbourg, for Portsmouth on a visit which will last a month. The visit is of a private nature.

SENSATION IN GERMANY.

LONDON, October 27th.

The whole of Europe, especially Germany, is profoundly moved by a libel action proceeding in Berlin against the well known journalist Harden, who published articles in the paper Zukunft alleging that the Kaiser was surrounded and influenced politically by a coterie of which the principals were Prince Eulenberg, formerly Ambassador to Vienna, and Count Kuno Moltke, the Commandant of Berlin. The articles further hinted that this coterie was a hotbed of detestable vices, and considerable evidence was adduced corroborating the Zukunft. Judgement in the case is expected to-day.

THE UNITED STATES BATTLESHIP FLEET.

LONDON, October 27th.

President Roosevelt has authorized the announcement that the Battleship fleet will start for the Pacific on the 26th December. Mr. Root after a long conference with the Japanese Ambassador stated that there was nothing in the relations between the United States and Japan which did not justify the despatch of the battleships.

THE MERCANTILE BANK OF INDIA, LIMITED.

We are courteously informed by Mr. Evan Ormiston, the Manager, at Hongkong, that the Directors of the Mercantile Bank of India have declared an Interim Dividend on the "A" and the "B" Shares of the Bank for the half-year ending 30th June last, at the rate of 6 per cent. per annum, free of Income Tax.

BATTLESHIP DEMOLISHED.

ITALIANS TRY TO EMULATE "DREADNOUGHT" EXPERIMENT.

One of the most remarkable experiments carried out by the Dreadnought was the simultaneous discharge of a full broadside of eight 12-inch guns, without, it is said, even a window being broken.

The Italian Government has recently endeavored to repeat this performance—with the result that the ship was ruined absolutely.

The experiment was made to determine whether the three battleships of the Francesco Morosini type were worth keeping on the active list as coast defence ships, or whether they should be removed altogether from the fighting line.

The simultaneous discharge of the whole broadside, consisting of four great 17 inch 105-ton guns was the test approved. Each gun was charged with 700 lbs. of powder, and at a given signal the whole 3,120 lbs. was simultaneously fired by electricity.

The effect was tremendous. The Morosini's decks were buckled from bow to stern, bolts and rivets were started in every part of the ship, and the propelling engines were broken and shattered. It is marvellous that there was no loss of life.

It has been decided to remove from the navy the Morosini and her sister ships, the Andrea Doria and the Ruggiero de Lauria, which were built between 1884 and 1889 at an average cost of £750,000 apiece.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on Oct. 29th at the Board Room, The Hon. Dr. J. M. Atkinson (president) presided, and there were also present Hon. Mr. W. Chatham, C.M.G., (Vice-President), Hon. Mr. A. W. Brown (Registrar-General), Dr. F. Clark, Medical Officer of Health, Hon. Mr. E. A. Hewitt, Captain Lyons, Captain Superintendent of Police, Mr. A. Shilton Hooper, Mr. H. Humphrey, Mr. Lan Chu-pak and Mr. G. A. Woolcock, secretary.

WATER TANK REGULATIONS.

The Registrar-General, in terms of notice moved "That the Government be requested to make rules under the water works ordinance to regulate the placing of water tanks in back yards." In doing so, he said—For the last few months we had a great many applications for permission to place water tanks in back yards and we have always dealt with them under the Public Health and Buildings Ordinance, treating them simply as encroachments upon the space provided by the Ordinance. At the last meeting the Director of Works informed us that it was proposed to put these tanks under the Water Ordinance. Until we know the intention of the Government it is simply a waste of time for us to consider any more of those applications. The Chinese take a great interest in this question of prohibition of water tanks and I think, we are justified in asking the Government to make regulations as soon as possible and publish them for general information.

Mr. LAU CHU PAK seconded. He said—I take it that the mover is in favour of allowing these tanks to remain under certain conditions. Personally I think the tanks should be erected, and knowing as I do what residents, Chinese and European alike, have suffered in the past from a total want of water it must be realised that tanks or vessels for storing water will become indispensable, as not every individual can afford to wait at a tap, even when the supply is ample, for water for cooking and cleansing purposes. In shops and factories these tanks have been in existence, for a good many years and there has not been a single instance of water stored in tanks having become contaminated or a breeding place for mosquitoes. They do not take up such spaces as to cause an obstruction, and instead of being a means of wasting water they save water.

Mr. A. SHELTON HOOPER—I have much pleasure in supporting the remarks of the mover and the seconder. I think that the wholesale abolition of tanks would be fatal. Of course this resolution does not deal with the doing away of tanks but it deals with taking away the water which would feed the tanks. I think this particular question should be dealt with as the Colonial Secretary suggested in his remarks when criticising the recommendations of the Sanitary Commission with regard to cubicles and therefore I crave permission to refer to the advice which he gives there and would ask you to apply it to this question of tanks (Reads). If we deal reasonably and intelligently with each case there would be no need for the water authority to make any regulations. I do not think it would be wise to suggest that the water authority should exercise his discretion and cut off the water. You will notice that the Colonial Secretary suggests that the members of the Board should inspect every case. That is a big task but it is a very good thing, and it would be still better if the Executive Council before overruling a resolution of this Board recommending exemption did the same thing and judged each case on its merits after having made an inspection of the place. The resolution was carried.

THE WATER TANK QUESTION.

A reply stating that the Governor-in-Council had not approved of the recommendations of the Sanitary Board respecting the water tank in the yard at 88 Connaught Road West was read.

Mr. A. SHELTON HOOPER minute—I hope it was pointed out to H. E. the Governor the great utility of the water tank in the case of fire and for cleansing purposes during the intermittent supply.

THE BUILDING ORDINANCE.

Some time ago Messrs. Palmer and Turner applied to the Board for a modification of the provisions of section 188 of the Public Health and Buildings Ordinance to allow of certain latrines being erected on the roofs of certain houses in Kowloon Street. The Board decided to recommend that the Governor-in-Council grant the application and on September 19 a letter to this effect was sent to the Governor-in-Council, but a reply has now been received from the Colonial Secretary to the effect that the Governor-in-Council did not approve of the recommendations.

Mr. A. SHELTON HOOPER minute—I recommend that this matter be referred back to the Governor-in-Council for reconsideration. The Board were unanimous in recommending the application and the Medical Officer of Health also recommended it.

Mr. FUYO WA CHEUNG—I don't see any harm in referring back this matter to the Governor for a reason, or for reconsideration.

Hon. Mr. A. W. BROWN—It is no good referring the matter back unless we can throw new light on it or supply additional information. Referred to the Director of Public Works for further information.

LIMEWASHING AND CLEANING.

The reply from the Government with respect to the calling of tenders for cleaning and limewashing work, was laid on the table. The letter stated that the Government had no objections to tenders being invited and instructions were issued accordingly.

Mr. A. SHELTON HOOPER minuted—As it will not be compulsory for the owner to allow the Government contractor to do the work I fail to see any objection to the Government entering into the proposed contract. If the price per floor is higher than what the owner can get the work done for, the owner will naturally have the work done himself. The specification of the proposed linewash must be discussed.

Mr. LAY CHU PAK—After all, the question of having the linewashing of the Chinese tenement houses done by contract at the expense of the owners and under the direct control of the Sanitary Department is not so easy a task to tackle as it at first appeared to be. The price now paid by owners varies from 75 cents to \$1.50 per floor and the contractors undertake to get the work passed by the Sanitary Inspectors, failing which they have to do it over again without extra pay. It stands therefore to reason that as the owners themselves can get the work done at such a cheap rate there is very little chance of their voluntarily coming forward to ask the Government contractor to do it; and also if the margin of profit for the Government contractors is great there is the chance of the owners being compelled to transfer their favours to him, there being no difficulty for representing that the work done by the private contractor is not satisfactory. This has been amply proved by the evidence given before the Public Health Commission. The floors are not of a uniform size and if the tender price exceeds \$1.50 per floor irrespective of size the scheme would fall through as the owners would do the work themselves and in doing so friction would arise. At the same time however it would not be equitable to deprive the owners of their right to employ their own men to linewash their own houses. I am of opinion, however, that the success or failure of the scheme hinges on what price the Government contractor will charge to do the work. I do not offer these remarks in opposition to the scheme, but I wish it to be borne in mind that the evil in question should not be lost sight of and that the conditions of the contract should be so drawn up as to prevent possible friction. Until the scheme has been given a fair trial the contract should not be made a long one.

The PRESIDENT—When this question was last considered the Board came to the decision that if linewashing was done by contract the once a year would be sufficient. That was in 1903. At that time the Government were not willing that this work be done by contract but now we have received a reply that they are willing the tenders should be called for. The first thing we should decide is whether the work should be done yearly or twice a year. I think if it is done yearly it ought to be done by contract. If it is not done by contract it ought to be done as before—twice a year. If it is done by contract the work will be done more effectively. We intend to insist that a certain percentage of time be in the linewash and if that is done it will be useful as disinfectant. As used at present by Chinese contractors it is practically carbonate of lime, no quick lime at all.

Mr. A. SHELTON HOOPER moved that the linewashing be carried out once a year. This was seconded by Mr. LAY CHU PAK, and carried. The Board afterwards considered the terms of the tenders.

THE BRITISH POST-OFFICE AT TIENTSIN.

A correspondent writes to the Times with reference to the abolition of the British post-office at Tientsin, pointing out how little people really realize what this means to British residents in the Far East. "Tientsin," he continues, "is regarded by British and Chinese residents as probably the largest Chinese treaty-port after Shanghai. Not only this, but it accommodates the General Officer Commanding the North China Command and his Staff, the headquarters of a half-battalion of British infantry, a regiment of Indian infantry, and numerous details. Not only this, but, according to the reports for next season, the whole of the 2nd Cameron Highlanders from South Africa is to be quartered there, so that, in actual point of numbers, there will probably be more British subjects there than in the whole of the rest of China, outside Hongkong. The neighbouring port of Chifu, with probably not more than fifty British residents, has its British post-office. Further south, Amoy with probably even fewer, has one, as also has Swatow, with possibly fewer still. In fact, I think I would be quite safe in asserting that in normal times—that is excluding the British garrison altogether—Tientsin has a larger trade and a larger permanent British population than the other three ports I have mentioned combined. Surely then it is entitled to its British post-office. Statistics giving the amount of postal business passing through the Tientsin office and the other three in question would be interesting to show us how this extraordinary decision has been arrived at; but, even if this post-office has been run at a small loss, I am sure British prestige, once at all events an asset of some importance in the Far East, is worth a few pounds."

VOLCANIC ERUPTION IN KAMSHATKA.

The Kamshatka peninsula is traversed by a range of volcanoes which have been for many years extinct. According to news which has just reached Tokyo, Mount Kambesheya, on the west coast, 16,131 feet in height, and situated on the upper part of the River Kamshatka, has been active for several months, smoke and fire issuing from five or six points on the summit. The flames could be seen at a distance of 500 miles, and volcano ashes have been falling over a radius of 200 miles around the volcano. The coast of the peninsula near the volcano has been covered with ashes to a depth of from three to five inches, and as the water in the rivers has become turbid, the number of salmon going up the rivers of the peninsula this season has been very small. The "Asuma-maru" (500 tons), the largest of the salmon-fishing boats in these waters, could only obtain about 53 koku of fish. The operations of the boats engaged in fishing on east coast have proved generally unsuccessful, and those who intended to go fishing on the coast of the peninsula next year are much concerned as to the ultimate result of the eruption.

ITALIAN CONVENT PRIZE DISTRIBUTION.

The annual distribution of prizes at the Italian Convent took place yesterday afternoon, when His Excellency Sir Frederick Lugard, who was accompanied by Lady Lugard, presided. It was a wet, miserable day, and the weather must have damped the hopes of the good sisters as to the success of the gathering. Notwithstanding the heavy downpour which occurred about the opening hour, however, there was a large attendance which included the Rt. Rev. Bishop Pozzoni, Bishop Clemente of Fukien, Consul-General Romano, Chevalier Volpicelli, Mr. Brackenbury, Captain Ogilvie, A.D.C., Rev. Brother Sylvester, Rev. Father Pade, and Mrs. P. H. May. His Excellency and Lady Lugard were met at the Convent entrance by the Mother Superior and the sisters, and were conducted through lines of school children to a prettily decorated hall, the stage in which was adorned with bouquets and pot plants, while red, white and blue rosettes and ribbons, large palm leaves and bunches of flowers adorned the walls. At the appointed hour a carefully arranged musical programme was proceeded with, and after the rendering of a few items,

Mr. J. P. Braga expressed regret that Father de Maria, the manager of the Convent Schools, was unable to attend owing to illness. The Rev. Father, however, wished to place on record his thanks to His Excellency and Lady Lugard for their kindness in being present. Mr. Braga then read the report, which was as follows:—

Your Excellencies, My Lord Bishop, Ladies and Gentlemen—Our annual prize-giving day has been delayed beyond the midsummer holiday this year. This delay has not been without its advantage; for by the delay we can claim the honour of being privileged with the distinction of the presence of Your Excellencies here this afternoon and as it also happens that this is the first occasion Your Excellency has been approached and been graciously pleased to consent to preside at a school prize-giving, since your arrival in the Colony. I have to thank you on behalf of the management and of the Italian Convent Schools for this singular honour. There are two divisions of the Convent Schools—the English and the Chinese. For the school year ended the 31st June last the average attendance of the English school was 206.07 and that of the Chinese 75.6. Besides these two divisions which are conducted under the Government Grant-in-Aid Code, there are the industrial classes. These latter are attended entirely by the orphans, viz., 66 Portuguese and 145 Chinese girls. The Infant Classes not embraced within the classification of the Grant-in-Aid Schools are attended by fifty children all Chinese. It is hoped that this latter class may be made to conform with the requirements of the syllabus provided under the Grant Scheme. The Inspector of Schools conducted the annual examinations of the English and Chinese divisions of the School. The English school is reported as being "again thoroughly efficient."

In the examination on Hygiene, a subject in which Your Excellency's predecessor evinced much personal interest and for which Sir Matthew Nathan awarded special prizes, the Inspector reported as follows: "Very good." In the elementary course the terms of this school took the second place. Good marks were also obtained in the advanced course. It is with regret that I have to state that Sister Maria, who taught the subject with so much efficiency and was honoured by our late Governor with a special souvenir for her zeal, died in July last. As to the other subjects the remarks and suggestions of Mr. Wolfe, as embodied in his report, have been carefully noted. The teaching staff will devote attention towards improvement in those subjects in which upon examination, certain standards appeared to have been weak. Standard VII has been disappointing in composition and history, and realising the practical benefits a knowledge of these special subjects would be to the pupils, an endeavour will be made to secure a higher standard of efficiency in future examinations. Important as the literary education of the girls is recognised to be, another branch of practical instruction merits, and has consistently received, the careful attention of the Sisters of the Convent. I allude to the industrial section of the School with especial reference to the needlework department. The products of the labours of the orphan girls were recently exhibited at the annual bazaar so kindly opened by Lady Lugard. By this special branch of the schools not only are the children benefited by profitable industrial employment, but they are thereby initiated into a branch of art which contributes in a very material manner to the maintenance of the hundreds of children brought up in moral, physical, and religious training within the Orphanage School under the self-sacrificing charge of the Sisters, thus making this institution in a manner partially self-supporting. It is one of the aims of the management of the schools that the moral and religious features of their instruction should enter, proportionately to their importance, into the school curriculum. It is my pleasant duty to report that health of the scholars has been good throughout last year. Physical instruction is taught and the girls take to the drills with much interest and pleasure. I have in conclusion to thank your Excellencies, Mrs. Pozzoni, ladies and gentlemen, for your presence here this afternoon and also to the donors of the prizes. Some friends have conceived the idea of presenting small money prizes to the orphans with the object of encouraging thrift. The recipients of these will, I trust, appreciate the kindly wishes of their generous benefactors, among whom must be noted Messrs. Sin Tak Fan, Ho Tung, Ho Fook, F. X. Kwok and Yew. I will now ask your Excellency to present the prizes.

His Excellency—Ladies and gentlemen, before I present the prizes I would like to say one or two words. It affords my wife, Lady Lugard, and myself the very greatest pleasure to be here this afternoon, and to testify by our presence the profound interest that we feel in the noble and self-sacrificing work which the ladies of this convent are carrying on. Where all is so admirable, so essential and so good—thanks to those who are devoting their lives to the work—it would be invidious for me to compare the utility of one section with another. We have the testimony, the expert testimony, of the Inspector of Schools as to the success which has been achieved in the educational department which comes under the grant in aid, and I am sure that our Chinese friends will testify to the great good which is being done by the Infant Classes, who are not yet under that side. But the section which appeals to me personally most, and in which I confess I have the greatest interest, is the industrial section in which the orphan girls are taught a means of livelihood which may be useful to them hereafter, and by which they are able to help forward, and contribute towards the maintenance of the school in which they are being cared for. I believe, ladies and gentlemen, very much in self-help and self-reliance, and I think that a system of education and daily surrounding in which these qualities are inculcated upon every boy and girl, is the greatest boon that can be bestowed upon a child. My predecessor, as the manager of the school has just reminded us, gave a prize for hygiene, and I am very glad to hear that it has been effective in promoting the study of that most important branch of education. I shall be glad if the Lady Superior of the Convent concurs in my suggestion to present a memento to the Convent upon which shall be engraved each year the name of the pupil who has obtained the highest marks, month by month, for unselfishness, integrity and self-reliance. I said just now that I believed the surroundings and the education which produced these qualities are the greatest boon that can be conferred upon a child. I think that if they recognise that falsehood and dishonesty are not merely detestable because they involve punishment, but that they are in themselves mean and below the standard of life they have adopted, if they learn to realise that unselfishness and self-sacrifice are not merely good because they are praised, but that they bring to those who pursue them higher reward and greater satisfaction than any external prize, and that their reward is in the love of all those who surround them, they will for the rest of their lives become better in whatever surroundings they may be placed. In addition to the souvenir which I would like to present to the Convent and which would permanently remain in it, and on which the names of the successful student would be engraved each year, I propose to present a small souvenir to be given to the successful student at the half-yearly midsummer distribution of prizes (applause).

The GOVERNOR then presented the following prizes:—

INFANT CLASS—1st Division:—1, Thelma Remedios, 1st for good conduct, politeness, reading, dictation and sums; 2nd for writing and mental arithmetic; 2, Olga Carvalho, 1st for writing, mental arithmetic and sums; 3, Lizzie Comar, 1st for object lesson, dictation and regular attendance; 3rd for reading, writing and application; 4, Lizzie Wilkinson, 1st for recitation and drill; 3rd for writing and sums; 5, Maria Theresa Pereira, 1st for dictation; 2nd for conduct, application and sums; 6, Angelita Puente, 2nd for recitation; 3rd for reading, dictation and writing; 7, Helen Clarke, 2nd for reading, dictation; recitation and sums. 2nd Division:—1, Anna Ogilvie, 1st for reading, dictation, object lesson and sum; 2, Elea Carvalho, 2nd for reading, dictation and sums; 3, Willie Wilkinson, 3rd for reading, dictation and sum. 3rd Division:—Idalia Maria da Luz, 1st for reading, dictation and writing.

STANDARD—I, Soline Hung, 1st for conduct, application, geography, dictation and needlework; 2nd for religious instruction, grammar, reading and arithmetic; 3rd for recitation and object lesson; 2, Mercedes Veloso, 1st for religious instruction, composition and object lesson; 2nd for dictation and grammar; 3rd for reading and recitation; 3, Mary Leong, 1st for religion and order; 2nd for arithmetic, geography and needlework; 4, Alice Kwok, 1st for conduct, application, geography and needlework; 2nd for object lesson; 5, Emilianna Aberasturi, 1st for writing and arithmetic; 2nd for composition, dictation and object lesson; 3rd for religious instruction and grammar; 6, Alda Basio, 2nd for dictation; 3rd for reading, arithmetic and needlework.

II, STANDARD—I, Carlotta Ribeiro, 1st for composition, grammar, dictation, object lesson and arithmetic; 3rd for reading and geography; 2, Mabel Lawrence, 1st for religious instruction; 2nd for grammar and object lesson; 3rd for application, dictation, object lesson and order; 3, Maria Baptista, 1st for writing and order; 2nd for conduct and arithmetic; 3rd for politeness; 4, Consuelo Eliazar, 1st for reading and recitation; 2nd for religious instruction; 3rd for composition and geography; 5, Emma Ai, 2nd for reading and writing; 3rd for grammar and composition; 6, Angelina Carvalho, 2nd for religious instruction and arithmetic; 4th for reading, composition, dictation and object lesson; 7, Angela Hyndman, 2nd for recitation; 3rd for geography and object lesson; 8, Branca Hyndman, 3rd for recitation and object lesson; 4th for composition and politeness.

III, STANDARD—I, Celeste Remedio, 1st for geography, arithmetic, dictation and order; 2nd for reading and grammar; 3rd for religious instruction and history; 2, Milagros Veloso, 1st for application, grammar and object lesson; 2nd for religious instruction and recitation; 3rd for composition history and arithmetic.

3, Jenny Lawrence, 1st for reading, recitation and writing; 2nd for composition and dictation; 4, Clary Gardner, 1st for religious instruction and arithmetic; 2nd for object lesson; 5, Kathleen Krugloff, 1st for composition; 2nd for history; 3rd for reading and recitation; 6, Alicia Carvalho, 1st for history; 2nd for arithmetic; 3rd for grammar and geography; 7, Beokie Ai, 2nd for geography; 3rd for dictation.

IV, STANDARD—I, Lily Reash, 1st for reading, hygiene, history, composition and geography; 3rd for dictation; 2, May MacMallan, 1st for writing, composition, history and geography; 2nd for hygiene and recitation; 3, Aurora Paulo, 1st for conduct, application, politeness and needlework; 2nd for religious instruction, geography and object lesson; 4, Susan Muford, 1st for dictation and object lesson; 2nd for composition, history and mental arithmetic; 3rd for hygiene; 5, Casilda Carvalho, 1st for recitation and politeness; 2nd for reading, dictation and arithmetic; 3rd for history and composition; 6, Robertina Baptista, 1st for arithmetic and religious instruction; 2nd for grammar, writing and needlework; 3rd for geography and object lesson.

V, STANDARD—I, Dolores Hyndman, 1st for religious instruction, history, and arithmetic; 2nd for geography; 3rd for hygiene and dictation; 2, Alice Brandt, 1st for composition, hygiene and geography; 2nd for dictation; 3rd for religious instruction, grammar and history; 3, Adele Klingemann, 1st for dictation, reading and recitation; 2nd for history; 3rd for grammar and geography; 4, Elvira Felice, 2nd for hygiene and composition; 3rd for reading, recitation and dictation; 5, Kate Raymond, 2nd for reading, grammar, recitation and regular attendance.

VI, STANDARD—I, Maria E. Gutierrez, 1st for arithmetic; 2nd for writing; 3rd for geography; 2, Mary White, 1st for dictation and writing; 2nd for history; 3, Carmelita Cardenas, 1st for history; 2nd for arithmetic and writing.

VII, STANDARD—I, Mary Ahwee, 1st for music, history, grammar, geography and application; 2nd for religious instruction, composition, arithmetic and hygiene; 2, Jessie Pestonjee, 1st for hygiene, history, geography, conduct and politeness; 2nd for grammar and arithmetic; 3, Cissy Kennedy, 1st for religious instruction, history, arithmetic and geography; 2nd for grammar, hygiene, dictation, object lesson and politeness; 3rd for composition and conduct.

SPECIAL CLASS—I, Maria Gomes Silva, 1st for conduct, hygiene and arithmetic.

Prizes for Needlework—Regina Velarte, 1st for needlework, presented by Mr. Sin Tak-fan, \$10; Victoria Manso, 1st for embroidery, presented by Mr. Sin Tak-fan, \$10; Catherine Peres, 1st for drawn work presented by Mr. Kwok, \$10; A-Lan-fan, 1st for needlework, presented by Mr. Ho-Tung, \$10; A-Choo-Chiu, 1st for embroidery, presented by Mr. Ho-Tung, \$10; Mei-Kwai-ohng, 1st for lace work, presented by Mr. Yew, \$7; Yut-Ho, 2nd for needlework, presented by Mr. Sin Tak-fan, \$5; A-Ho, 2nd for embroidery, presented by Mr. Ho-Fook, \$5; A-Kew-ohng, 2nd for lace work, presented by Mr. Yew, \$5.

The musical programme arranged was then concluded, the proceedings ending with the singing of the National Anthem. Before departing most of the visitors partook of the hospitality of the Convent Sisters.

CHEAPER FOREIGN POST.

NEW RULES IN EFFECT ON OCTOBER 1.

The Postmaster-General last month issued the formal announcement of the changes in international postal arrangements agreed on at the Postal Union Convention at Rome last year, which were to come into effect on October 1. The present letter rate of postage to foreign countries is 2d. for the first half-ounce and an additional 3d. for each subsequent half-ounce. In future the postage on a letter from the United Kingdom for a foreign country will be 2d. for the first ounce, and 1d. for each subsequent ounce. The postage to British possessions generally, to Egypt, and to British ships of war on foreign service, will be 1d. per ounce instead of half an ounce.

I reply coupons will be issued enabling the sender of a letter to a place abroad to pay for a reply. They will be sold at money order offices in this country for 3d. each, and will be exchanged in the various countries which have agreed to accept them for local postage stamps of the value of 2d. Coupons issued abroad can be exchanged at money order offices in the United Kingdom for 2d. stamps.

Open letters and postcards of old date, as well as pupils' exercises, either in the original form or corrected, will be allowed to pass as commercial papers.

Communications will be allowed on the left half of a technicality, declaring that Sir Thomas Lipton's challenge, delivered through the Royal Irish Yacht Club, does not specify the length of water-line as required by the deed of gift, but only mentions the rating length, 68ft.

CELTS IN CONGRESS.

SIX NATIONS OF THE RACE MET IN EDINBURGH.

The third Pan-Celtic Congress was formally opened last month at Edinburgh. Representatives of the six Celtic nations were present. These nations are Ireland, Wales, Scotland, Brittany, Man, and Cornwall.

The three hundred delegates walked in procession to Edinburgh Castle, where an interesting ceremony took place. A dozen bards formed the circle, and the Gorsedd was proclaimed by Gwynedd, who is known in every-day life as the Rev. Thomas Edwards of Aber. The sheathed sword was brought into the circle, and Gwynedd declared peace among the Celtic nations.

Then followed the ceremony of raising "Ia eilein"—the stone of the nations. Lord Castletown, representing Ireland, laid the first stone. Then Connaill Griffith Thomas laid the Welsh stone on it. He was followed in order by the Marquis of Bute for Scotland, the Marquis de L'Estrée for Brittany, Speaker Moore of the House of Keys for Man, and Mr. Henry Jones for Cornwall. As each stone was laid the band of the Sutherland Highlanders played appropriate national airs and when the monument was complete all the delegates joined in singing "Land of My Fathers."

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H. PRICE & CO., LTD.

WINE & SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

AMERICA CUP.

USE OF "FREAK" BOATS.

A New York correspondent writes—American sportsmen generally, and certainly the great American public are chagrined at the action of the New York Yacht Club in declining Sir Thomas Lipton's challenge, made through the Royal Irish Yacht Club, to race for the America Cup. The official reasons for the decision of the New York Yacht Club this morning, and are being widely discussed today. The decision came to most people as a great surprise, but those well acquainted with the inner circles of the New York Yacht Club are saying triumphantly, "We knew it all along." The action has been ascribed in some quarters to "personal differences," and in support it is stated that Mr. Pierpont Morgan and the former commodore, Mr. Louis Ledyard, have not been friendly to Sir Thomas, but that view is not generally shared.

There is undoubtedly a pretty big section here who want to keep the Cup at all costs. This is the party who coined the famous phrase, "The America Cup is the cup that cheers and never emigrates." At least it will not while Mr. Pierpont Morgan and Mr. Ledyard have their way. "Speed and speed alone" is their idea of racing for the America Cup, and despite a great deal of talk about the desirability of building a wholesome, seaworthy type of craft as a competitor which will not require a tug to bring her here across the Atlantic, they favour freak-racing machines as much to-day as at any previous time. "If we can't build Lusanian, let us at least build Cup winners" was the statement made to me recently by a member of the club, and he speaks for the section led by Messrs. Morgan and Ledyard. It was at a special meeting of the New York Yacht Club last night that Sir Thomas Lipton's challenge was rejected, and never before since the trophy was won in English waters, in 1853, has such action been taken. Sir Thomas challenged for 68-footer, but while racing men and designers were delighted at the prospect thus opened up, Mr. Ledyard put up the plea of dignity, and urged that such a trophy should not be competed for with anything less than a 90-footer, leaving a free hand to the designers. In all the years since the Cambria came the laws in vogue in the club for rating and other things have been applied to America Cup races, but now the "healthy type" called for so loudly is ignored.

The decision to decline the challenge was reached in twenty minutes, but no official announcement was made in the matter until four hours later. The meeting ended at 9.40 o'clock, but not until 1.35 this morning did the secretary, Mr. Cornwall, hand copies of the challenge and the resolutions to the waiting newspaper men. Mr. Ledyard then left the club-house, Mr. Morgan having gone a short time before. Not until two o'clock this morning (7.0 a.m. English time) did Mr. Cornwall call a meeting of the club, and the resolutions to the Royal Irish Yacht Club.

Commodore Vanderbilt presided, and the voting showed two distinct camps: the steam yacht section and the sailing yacht section. The former, with Messrs. Morgan and Ledyard as the leading members, won. After the meeting a wag suggested that the organisation should be known as "The New York Steam Yacht Club of Newport." Sir Thomas had been assured that Americans would welcome a race at any time he chose to come over for it, and he was so sure of himself that his challenge would be accepted that he had selected a designer for Shamrock IV. The challenge arrived last Sunday.

Two years ago the New York Yacht Club passed a new rule governing the construction of racing yachts. It provides for more "wholesome" craft, and is so worded as not in any way to conflict with the last deed of gift under which the America Cup was taken over from the late George-L. Sulzberger in 1883. Under the new rule of measurement, Reliance, Columbia, and Constitution are the quintessence of freaks, and are barred. Reliance is 90ft on the water line, draws 20ft of water, carries 16,000 square feet of canvas, and when racing heels over to 125ft on the water-line, raising 35ft for which she is not penalised. She cost \$100,000 to build, and race her, and when the cup contests were over she was fit only for scrap metal, as there were no classes for her in ordinary regattas.

Reliance could measure only 123ft overall, with 90ft water-line, and could gain not more than 15ft when heeled to racing angle. She would draw only 14ft, would be allowed to carry 11,500 square feet of canvas, and would be lawful in many ways.

It is this "wholesome" type of boat that Sir Thomas Lipton proposes to build and race against a "wholesome" American-built boat. The Yacht Club's only excuse, as I have explained is that speed is of paramount importance in America Cup contests, and therefore, in this one case only, \$100,000 should be spent by each side for a fortnight of sport. It takes advantage of a technicality, declaring that Sir Thomas Lipton's challenge, delivered through the Royal Irish Yacht Club, does not specify the length of water-line as required by the deed of gift, but only mentions the rating length, 68ft.

One disgruntled designer declared before he left the club house, "I'll build a catamaran under the new rules and beat the Reliance." One of the finest amateur sailors in these waters said bitterly, "Well, they have had their way, and spoiled the sport. Why, I know half-a-dozen men who would have built it—this challenge for a 68-footer had been accepted. I am heartily ashamed of the whole thing."

That Sir Thomas was within his rights in challenging with a small boat is perfectly clear from the deed of gift, which reads: "Competing yachts or vessels, if of one or a set, shall be not less than 65ft nor more than 90ft on the load waterline." "In view of this," said a veteran racer, "these resolutions make nice reading for the public."



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RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906. '37

Below is given the text of the cablegram received from the New York Yacht Club, conveying the refusal of Sir Thomas Lipton's challenge.

Richard Smyth, Hon. Secretary, Royal Irish Yacht Club Kingston.

Dear Sir—At a meeting of the New York Yacht Club, held this evening, the challenge of the Royal Irish Yacht Club forwarded by you on behalf of Sir Thomas Lipton, under date of Sept. 13, 1907, for a match for the America Cup, was laid before the club. After a full discussion the following resolutions were offered by Commodore Ledyard, seconded by Commodore J. P. Morgan, and unanimously adopted. Resolved:

1. That the America Cup, held by this club as trustee under the deed of gift, is a trophy which stands pre-eminently for speed and for the utmost skill in designing, constructing, managing, and handling the competing vessels, and should, therefore, be sailed for by the fastest and most powerful vessels that can be produced.

2. That no agreement for any match for the cup should contain any provision which detracts from the merit of this trophy as representing these objects.

3. That no agreement should be made with any challenger which imposes any other limitations or restriction upon the designer than such as is necessarily implied in the limits of water-line length expressed in the deed. Especially should no agreement be made requiring the contending vessels to be constructed under any rule of measurement designed, as is the present rule of the New York Yacht Club, to produce a vessel of a special or limited type.

4. That the importance of the event makes it desirable that the contending vessels should be substantially of the greatest power and size permitted by the limitations of the deed of gift. Such vessels also furnish the most complete test of skill in designing, constructing, managing, and handling. For these reasons matches for this cup should not be held between vessels of comparatively insignificant power and size. While the defending club cannot require that the challenging vessel be of any given size so long as she is within the limits permitted by the deed of gift, it should not consent to any limitations upon the power or size of the defending vessel, other than such as is imposed by deed.

5. The New York Yacht Club is prepared to accept a challenge in accordance with the terms of the deed of gift and to enter again into mutual agreements with any challenger similar to those which have governed matches for this cup for many years past. It is also prepared to meet any qualified challenger in a series of races for this cup to be sailed boat for boat without time allowance.

6. The challenge of the Royal Irish Yacht Club fails to conform to the provisions of the deed of gift, under which alone this club can accept any challenge, in that it gives no dimensions of the challenging vessel and in that it imposes new and special conditions upon the type, size, and power of the defending vessel. Moreover, it is of such a character that its acceptance would in the judgment of this club involve a complete abandonment of the objects for which the trust in respect to the America Cup was constituted.

7. That a committee be therefore appointed by the commodore, of which he shall be one, with instructions to decline on behalf of this club the challenge of the Royal Irish Yacht Club, with an explanation of the reason of this club for its action.

(Continued on page 5.)

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crema Chamois, Laith Charman's and Special Skin Tonic, and Poudre Charman will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: Press. Codes: A.B.C. 5th Ed. Lieber's.

P.O. Box, 23. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG HORTICULTURAL SOCIETY.

CHRYSANTHEMUM SHOW.

THE SHOW will be held in the Botanic Gardens on THURSDAY, the 14th November. Intending Exhibitors are notified that information of the classes in which they intend to exhibit should be sent to the HON. SECRETARY, 6, Des Voeux Road, not later than THURSDAY, the 7th November.

L. GIBBS,
Hon. Secretary.

Hongkong, 30th October, 1907. 1739

ALTERATION.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"

Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 30th inst., at 10 A.M.

For Freight or Passage, apply to

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General Managers.

Hongkong, 29th October, 1907. 1738

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 2nd Nov., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 29th October, 1907. 1737

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain E. Fey, will be despatched for the above Ports on TUESDAY, the 5th Nov., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 30th October, 1907. 1738

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 31st inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 29th October, 1907. 1738

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 31st inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 29th October, 1907. 1737

NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before MONDAY, the 28th inst., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Nov., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Nov., at 9.30 A.M.

All Claims must reach us before the 8th Nov., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 28th October, 1907. 5

NEW ADVERTISEMENT

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE HOTEL DES COLONIES COMPANY, LTD. and Reduced

AND

In the matter of the Companies Ordinance of Hongkong, 1885.

NOTICE IS HEREBY GIVEN that the Order of the Supreme Court of Hongkong dated the 26th day of October, 1907, confirming the Reduction of the Capital of the above-named Company from Tael 225,000 Shanghai Sycee to Tael 112,500 Shanghai Sycee and the Minute (approved by the Court) showing with respect to the Capital of the Company as altered the several particulars required by the above Ordinance were registered by the Registrar of Companies on the 29th day of October, 1907 AND FURTHER TAKE NOTICE that the said Minute is in the words and figures following:

Capital of the HOTEL DES COLONIES COMPANY, LIMITED is Tael 112,500 Shanghai Sycee divided into 9,000 shares of Tael 12.50 each instead of the original capital of Tael 225,000 Shanghai Sycee divided into 9,000 shares of Tael 25 each. At the time of the registration of this Minute the full sum of Tael 12.50 per share has been and is to be deemed paid up on each of the said 9,000 shares of Tael 12.50 each.

Dated the 29th day of October, 1907.

JOHNSON, STOKES & MASTER,
No. 8, Des Voeux Road Central,
Hongkong, and

ELLIS & HAYS, No. 4 Yuen-ming-yen Road, Shanghai,
Solicitors for the Company.

1740

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TO-MORROW (THURSDAY), October 31st:

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Music by Sydney Jones
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TO-MORROW (THURSDAY),

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I. Dance by Miss Vera David.

II. Gollwogge Song by Desmond.

III. Recitation by Miss Doris Grimble.

IV. Recitation by Miss Doris Grimble.

V. Dance by Miss Vera David.

VI. Recitation by Miss Doris Grimble.

VII. Ten Little Nigger Boys by Desmond.

VIII. Dances by Miss Vera David.

IX. Recitation by Miss Doris Grimble.

X. Ten Little Nigger Boys by Desmond.

XI. Dances by Miss Vera David.

XII. Recitation by Miss Doris Grimble.

XIII. Dances by Miss Vera David.

XIV. Recitation by Miss Doris Grimble.

XV. Dances by Miss Vera David.

XVI. Recitation by Miss Doris Grimble.

XVII. Dances by Miss Vera David.

XVIII. Recitation by Miss Doris Grimble.

XIX. Dances by Miss Vera David.

XX. Recitation by Miss Doris Grimble.

XXI. Dances by Miss Vera David.

XXII. Recitation by Miss Doris Grimble.

XXIII. Dances by Miss Vera David.

XXIV. Recitation by Miss Doris Grimble.

XXV. Dances by Miss Vera David.

XXVI. Recitation by Miss Doris Grimble.

XXVII. Dances by Miss Vera David.

XXVIII. Recitation by Miss Doris Grimble.

XXIX. Dances by Miss Vera David.

XXX. Recitation by Miss Doris Grimble.

XXXI. Dances by Miss Vera David.

XXXII. Recitation by Miss Doris Grimble.

XXXIII. Dances by Miss Vera David.

XXXIV. Recitation by Miss Doris Grimble.

XXXV. Dances by Miss Vera David.

XXXVI. Recitation by Miss Doris Grimble.

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (WEDNESDAY), the 30th October, 1907, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street), SUNDREY VALUABLE HOUSEHOLD FURNITURE.

Comprising:—DOUBLE and SINGLE IRON BEDSTEPS and MATTRESSES, TEAKWOOD WARDROBE with Bevelled Glass, OVENMANTLES with Bevelled Glass, SLEIGHBED and DINING TABLES with Bevelled Glass, MARBLE TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBE with Bevelled Glass, TAPES-TRY-COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPET, COOKING STOVE and UTENSILS, &c., &c., &c.

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Hongkong, 16th October, 1907. 1664

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One FOUR ROOMED HOUSE at Praya East, near East Point.

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"GLENWOOD" CAINE ROAD, suitable for a Boarding house of Club. Containing 25 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

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OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

"THE EYRIE" Peak (Furnished) for 3 Months from 1st September 1907. Cheap Rental.

BISHOP'S LODGE SOUTH (Peak) Partly Furnished. Immediate Possession.

No. 1, MOUNTAIN VIEW (Peak) Furnished. For 4 or 5 months from 1st December, 1907.

No. 6, DES VOEUX VILLAS (Peak).

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House).

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LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 25th September, 1907. 1102

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

S. MOUTRIE & CO., LTD.

NEW PIANOS ON HIRE

At \$10.00 PER MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

SOLE AGENTS

FOR
BLUETHNER, RUD. IBACH,
RACHELS, ROSENKRANZ,
PLEYEL, KEMMLER, HOP,
KINSON & HOFF & HOFF
& CO.

S. MOUTRIE & CO., LD.,
York Building, Charter Road.

Hongkong, 2nd October, 1907. 38-1.

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B. R.
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. 11343

SWATOW DRAWN WORK COMPANY.
38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL
Dealers in all sorts of
DRAWN WORK, EMBROIDERY,
BEST PEWTER WARE and CANTON
GLASS CLOTH, &c.
Hongkong, 19th October, 1907. 1685

INSURANCES

THE GLORUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1906. 29

AACHEN AND MUNICH FIRE
INSURANCE CO.
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 31st April, 1897. 114

NORTH BRITISH AND MERICAN
TILE INSURANCE COMPANY.
TOTAL FUNDS at 31st December, 1906
£17,597,118.

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 887,500 0 0
II. FUND FUNDS, 3,386,730 19 6

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1461

FOR SALE

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan
Road, Hongkong, (next to the Metropole
Hotel).

The property contains by admeasurement
103,950 square feet. Crown Rent, \$238.00 per
annum.

For further particulars, apply to
GOLDING & BARKLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 12th September 1907. 1494

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIATIC STAMPS. MIXED STAMPS.
100 for \$0.80 500 for \$3.00
150 " 1.75 1000 " 10.00
200 " 3.50 1500 " 25.00
250 " 5.75 3000 " 35.00
275 " 9.00 3000 " 95.00

Also Stamps in bags, sets, &c., &c.
ARTISTIC PICTORIAL POSTCARDS
& all other Philatelic Goods. Inspection invited.
GRACA & CO.,
1145 Hongkong Hotel Corridor.

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FIRST-CLASS BOARD & RESIDENCE
AT
"BRAESIDE."

A LARGE and commodious
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour. Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Tang Yuen").
Hongkong, 27th June, 1905. 143

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530

INTIMATIONS

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that in-
formation has been received from the
Military Authorities that MUSKETRY
FIELD FIRING will be carried out between
8 A.M. and 1 P.M. on the 31st October, 2nd and
3rd November, on the Southern Slope of
Bacon Hill in a North-Westerly direction.

F. H. MAY,
Colonial Secretary.
Hongkong, 29th October, 1907. 1731



NOTICE.

IT IS HEREBY NOTIFIED that TEN-
DERS will be received at the COLONIAL
SECRETARY'S OFFICE until NOON of SATUR-
DAY, the 9th day of November, 1907, for the
REPAIR of the Hospital Hulk "HYGIEA."
Specifications can be obtained at the Govern-
ment Marine Surveyor's Office.
Repairs to be executed to the satisfaction of
the Government Marine Surveyor.
The Government does not bind itself to accept
the lowest or any tender.

J. M. ATKINSON,
Principal Civil Medical Officer.
Medical Department,
Hongkong, 28th October, 1907. 1727

PROPOSALS.

SALE OF U.S.S. "CALAMIANES," AND
U.S.S. "LEYTE."

SEALED PROPOSALS will be received at
the Naval Station Cavite, P.I., until
NOON on the 15th day of December, 1907, at
which time and place they will be opened, for
the purchase of the U.S.S. "CALAMIANES,"
appraised value \$250,000 and U.S.S. "LEYTE,"
appraised value \$220,000. They will be sold for
cash to the person or persons or the corporation
or corporations offering the highest price
therefor. A separate proposal for each vessel
bid upon must be submitted in a sealed
envelope, addressed to the Commandant Naval
Station Cavite and Olongapo, endorsed,
"Proposals for the purchase of the U.S.S."
(naming the vessel for which offer is made),
and each proposal must be accompanied by a
satisfactory certified check for not less than
10 per cent. of the amount of the offer. On
application to the Naval Station Cavite, forms
of bids, and bonds, together with the terms and
conditions of the sale, also a printed list giving
general information concerning the vessels,
will be furnished. The vessels can be examined
at any time after November 1, 1907, by
applying to the Commandant of the Naval
Station Cavite, where they lie. They must be
removed from the limits of the Station within
such reasonable time as may be fixed by the
Commandant. The right to withdraw any or
all vessels from sale and to reject any or all
bids is reserved. By direction of the Secretary
of the Navy, J. N. HAMPILL, Rear Admiral,
U. S. Pacific Fleet,
U. S. Pacific Fleet,
Hongkong, 23rd October, 1907. 1702

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1444

S. IEN TING.

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905 1540

THORNE'S
OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
1297

GRIMAULT & Co
Medicinal Skin Soap



Recommended by eminent Der-
matologists and adopted in the
Paris Hospitals in the treatment
of Ringworm, Acne, Psoriasis,
Eczema and Skin diseases ge-
nerally.

8, RUE VIVIERNE, 8
Paris

AMERICA CUP.

(Continued from page 3.)

The undersigned were appointed by the com-
modore as the committee mentioned in the
resolutions, and in accordance with the instruc-
tions therein contained it is with great regret
that we inform you that the New York Yacht
Club declines your challenge, and we adopt this
mode of communicating the result by cable in
order that the action of the club may reach you
officially in advance of any information through
any other channel. Very respectfully,
CORNELIUS VANDERBILT, Commodore.

LEWIS CASSE LINDVARD,
J. PIERPONT MORGAN,
F. G. BOURNE,
G. OLIVER ISELIN,
EDWIN A. MORGAN,
HENRY WALTERS,
J. ROGERS MAXWELL.

Sir Thomas Lipton was seen by a representa-
tive of *The Daily Telegraph*, to whom he
expressed his disappointment and surprise at the
result of the New York Yacht Club to accept
his challenge.

"There are," said Sir Thomas, "two rules
that exist over the whole world for yacht racing.
One is known as the International Rule, which
applies to Great Britain and Europe. The
other is the Universal Rule, which was for-
mulated three or four years ago, and has since
been enforced all over America. It was designed
for the purpose of prohibiting boats of the
"frank" or machine type from racing. There
have been a great many yachts built under this
rule, and some of them are quite famous, such as
Queen, Avenger, Effort, Italiana, Neola, Irolita,
and Winsome.

I desired to build my boat under this rule,
and to race according to the Rules and Regula-
tions Governing Races for the New York
Yacht Club Challenge Cup, 1907. Here are
the two vital conditions:

1. The competing yachts, or vessels, if of one
mast, shall be not less than 65ft nor more than
90ft at the load-water line. (Page 337.)
2. The club challenging for the cup, and the
club holding the same, may, by mutual consent,
make any arrangement satisfactory to both as
to the dates, courses, number of trials, rules, and
sailing regulations, and any or all other condi-
tions of the match, in which case, also, the ten-
months' notice may be waived. (Page 333.)

"Now the details of my challenge, to be
called Shamrock IV, which were, of course,
deposited to the New York Yacht Club along
with the challenge, were (Sir Thomas continued)
that she was not to be over 65-foot rating, which
would give 78ft on the water-line. It was,
therefore, well within the terms of the deed—
"not less than 65ft nor more than 90ft at the
load water-line." There could be no pull to the
challenger from this country in challenging
under the rules existing in the defender's
country. The advantages would have been en-
tirely with them, as American yachtsmen have
had great experience with racing under the
Universal Rule, while there has not been a
single boat built in Great Britain or Europe
under this rule.

"Personally, I am quite satisfied with the
Universal Rule. I do not say that it is better
or worse than the International Rule, but I
naturally expected that the New York Yacht
Club would accept a challenge under the rule,
seeing that it is of their own making. To have
challenged again under the old rule—a rule
which is not recognised by any yachting club
in existence, and was only made to govern
these particular races—would have meant the
construction of a boat of the "win or lose" type,
fit only for the waste-heap at the finish of the
races; whereas, had the New York Yacht Club
accepted my challenge to race under their own
rules we should have been provided with what
I might even call an "educational" yacht—
a craft the designers might have learned some-
thing from.

"Indeed, I doubt if I could have got a de-
signer of high repute or recognition as a master
of his profession to design a boat for me under
the old conditions. That would have meant
not only another "frank" boat like the last
Shamrock, but a very much more exaggerated
frank than the last. I do not, as I have said,
know any designer of high repute who would
take the responsibility of sending such a boat
across the Atlantic, and, personally, I should
be afraid to risk the lives of my crew of six-
hundred in crossing the Atlantic on such a
machine.

"In sending my challenge through the Royal
Irish Yacht Club I accompanied it with a per-
sonal letter saying that I wished to build two
boats, and asked for permission to sail the one
that should finish out the defender. In doing
this I was not asking any advantage, as the de-
fenders, on their part, are at liberty to build
a hundred boats if they like, and put the best
boat against me.

"My sole object, of course, in proposing to
build two boats was to provide the best possible
race.

"I can only say that the refusal has been a
great disappointment to me, for I have never
met kinder people than in America, and it would
be impossible to find better sportsmen and
opponents."

In answer to a question, Sir Thomas re-
plied, "Certainly, if the only objection to my
challenge is that the proposed size is not big
enough, I am perfectly disposed to consider a
proposal to build a boat of the extreme length
that the deed of gift allows, viz., 90ft. But
only on condition that I am permitted to chal-
lenge under their own rules now enforced."

"It must not be forgotten," added Sir
Thomas, "that when the Cup was carried away
by America it was won by a healthy, sea-
worthy type of boat. But within the last ten
years the tendency has been to construct boats
theoretically faster, faster machines. And in
planning for a contest under the Universal
Rule, and the construction of a healthier type
of boat, free from the dangerous over-hangs
over the water-line, fore and aft, I have a
feeling that I shall have a large number of
American yachtsmen with me. It seems to me,
in fact, that the New York Yacht Club have
either got to keep the Cup or have it challenged
for under their own rules and regulations."

By Sir Thomas Lipton's courtesy we give the
exact terms of the challenge:

G. A. CORMACK, Secy. Secretary, New York
Yacht Club, New York.

Dear Sir—I am requested by Sir Thomas J.
Lipton, Bt., K.C.V.O., to forward you this
challenge for the America's Cup—subject to
conditions to be mutually agreed upon—the
winner of three out of five races to be entitled
to the Cup. The first race to be sailed on
Thursday, Aug. 20, 1908, the second race to be
sailed on Saturday, Aug. 22, 1908, the third
race to be sailed on Tuesday, Aug. 24, 1908, and
further races, (if any) to be sailed on each fol-
lowing Thursday, Saturday, and Tuesday until
finished.

I, therefore, on behalf of the Royal Irish Yacht
Club, and in the name of Sir Thomas J. Lipton,
a member of the club, challenge to sail a series of
matches for the America's Cup with the yacht
Shamrock IV, to be built under Class J 88ft
rating of the existing New York Yacht Club
Rules, which yacht shall conform to the regula-
tions as to length of load water line laid down
in the deed of gift, against any one yacht
constructed under the class above mentioned in

the United States of America. The said series
of matches to be sailed without time allowance.

The following are the particulars of the
challenging vessel, viz.:
Owner—Sir Thomas J. Lipton Bt., K.C.V.O.
Name of yacht—Shamrock IV.
Rating—To be not over 88ft rating measur-
ment by the existing New York Yacht Club
rules.

Big-Cutter.
The Customs House measurement will follow
as soon as the vessel is measured for registration.
I shall esteem it a favour if you will kindly
cable the receipt of this challenge.
(Signed) Hon. Secretary, Royal Irish Yacht
Club.

BISHOP AND PRESIDENT.

A NOTABLE GAME.

A New York message dated Sept. 25th says:—
What is described by one enthusiastic newspaper
as "the greatest sporting event of the century" will
take place next Saturday, when the Bishop
of London and President Roosevelt will play a
lawn tennis match in the private grounds
attached to the White House, at Washington.

The entire country is waiting with feverish
anxiety for the outcome of "his battle of the
Church against the State, and the Bishop is
now the subject of critical articles by lawn
tennis experts.

Dr. Ingram will spend the week-end at the
White House, and President Roosevelt, jealously
referred to his lawn tennis abilities in a letter
welcoming the Bishop to the United States.
He evidently did not expect that the
"challenge" would be made public.

The Bishop of London is by far the most
popular foreign prelate who has ever visited
New York. The newspapers are printing long
articles about his East London stum experiences,
his personality, and his ecclesiastical dress,
which is described as "picturesque."

Dr. Ingram arrived here last night, and
went to the residence of Mr. Silas McBee, the
editor of the "Churchman," at Garden City,
Long Island. He played golf there this
morning, and will return to New York to-
night. To-morrow he preaches in Trinity
Church, in Lower Broadway, which was founded
before the War of Independence.

The Bishop expresses his great delight with
America and the sincerity of his welcome.
He told one interviewer that the apocryphal
tendency deplored by Churchmen here was not
felt by the Church of England.

"We are not afraid of modernism in the
Church," he added; "in fact, the Church of
England is better to-day than it was many
years ago, and stronger in the religious sense
than before the beginning of the materialistic
movement twenty years ago."

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—

On the 29th at 12.31 p.m.—Orders issued to
hoist the Red Cone point downwards and Ball
(Indicates a typhoon S.W. of Colony beyond
300 miles.)

On the 29th at 11.55 a.m.—The barometer
has fallen moderately on the S. coast of China,
and in Haiphong. The typhoon is situated to
the West of Hainan Straits. It appears to
have moved Northwards since yesterday and to
have a tendency to recurve to the NE.

Another depression lies to the N. of Hokkaido
and a rapid decrease of pressure has taken place
over Japan. Pressure is highest over China to
the N. of the Yangtze.

Fresh to strong N.E. winds are indicated in
the Formosa Channel, and rough weather over
the N.W. part of the China Sea.
Red Ball hoisted (Indicates a typhoon to the
W. of Colony beyond 300 miles).
Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.75 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

Hongkong & Neighbourhood	E. winds, strong; squally, showery.
Formosa Channel	N.E. winds, fresh to strong.
South coast of China between Hongkong and Lianchoo	Same as No. 2.
South coast of China between Hongkong and Hainan	S.E. winds, strong to a gale

To soothe the Skin
smarting under the effects
of a tropical sun

Calvert's
Prickly Heat
Soap

is specially adapted. Though indis-
pensable in cases of Prickly Heat
(whence its name) and other irritation
of the skin, it is also popular for
bath and general toilet use all the year
round, being antiseptic (10% Carbolic),
perfumed and refreshing.

Sold by local Chemists and Storekeepers.

Made by F. C. Calvert & Co. Manchester, Eng.

TO Ladies
all the most
beautiful
women use
CREME SIMON

Mrs. ADELINA PATTI says:
"I have found it very
a good indeed."

SAVON + POUDRE SIMON
A la
PARFUMS
Cristal Simon
J. SIMON,
Chemin, Hardrevaux, Parfumeurs et Stores.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES LINES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,970 tons, 14 knots.
S.S. "HARLES HARDOUIN," 1,900 tons, 14 knots.
The speediest, most luxuriously appointed and punctual steamers on the line. Departures from Hongkong 9.30 p.m. (SATURDAYS excepted). Departures from Canton at 5.15 p.m. (SUNDAYS excepted).
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs. E. Pasquet & Co. For further particulars, please apply to—
HONGKONG, 27th September, 1907. BARRETTO & CO., Agents. 1492

By Royal Warrant to His Majesty The King.

BOVRIL

is a true food and contains Albumen and Fibrine which go to form Blood, Bone, Brain and Muscle. Beef-teas and Meat-Extracts are stimulants only.
Bovril is liquid life.

OVER THE BAR ASK FOR

WATSON'S No. 10 WHISKY

The accredited Agents in
Hong-Kong for Watson's Dundee
Whisky No. 10 are Watkin's
Ltd., Apothecaries Hall.

MAKE NO MISTAKE ABOUT IT.

SHACKELL'S "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MARKS.

ESTAB. 1878

HEAD OFFICE: 5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907. 1686

JAPANESE BEER.

"YEBISU" "SAPPORO" "ASAHI"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.
The largest demand in the whole of Japan. Quality speaks for itself.
PRICE EXCEEDINGLY MODERATE.

SOLD BY—H. PRICE & CO., CALDBECK, MACGREGOR & CO., A. CHAZALON & CO., and other leading Chinese Wine Merchants.

THE MITSUI BUSSAN KAISHA,
SOLE AGENTS.
Hongkong, 12th August, 1907. 1329

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press)
PUBLISHED DAILY.
Is the oldest and still immeasurably the best
medium for Advertising among the
Native Community.
Established for nearly FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Voeux Road
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Documents translated from or into Classical
or Colloquial Chinese.

KEATING'S

LOZENGES

CURE THE WORST COUGH

SOLD IN BOTTLES EVERYWHERE.

SHIPPING.

ARRIVALS.
ARRATOON APCAR, British str., 2,331, A. Stewart, 29th October—Mojj 24th October.
General—David Sassoon & Co.
D'ENTRECASTAUX, French cruiser, 11,242, Tracoon, 29th October—Mojj 24th October.
D'ENTRECASTAUX, French gunboat, 650, Le Blanc, 29th October—Mojj 24th October.
D'ENTRECASTAUX, French str., 1,562, Jenkins, 29th Oct.—Saigon 24th Oct., Rice and Mail—Chinese.
ELLEN RICKMERS, German str., 5,000, H. Pape, 29th October—Mojj 23rd October, Coal—Bradley & Co.
HANGSANG, British str., 1,356, S. Wilde, 29th October—Shanghai and Swatow 29th Oct., General—Jardine, Matheson & Co.
HONGKONG, French str., 742, A. Cornelissen, 29th Oct.—Haiphong 23rd & Hoikow 27th Oct., General—A. B. Marly.
LIGHTNING, British str., 2,122, E. Fay, 29th October—Calcutta & Singapore 23rd Oct., General—David Sassoon & Co.
MAUSANG, British str., 1,041, R. Houghton, 29th October—Sundakan 24th Oct., Timber and General—Jardine, Matheson & Co.
NANSHAN, British str., 2,4th Oct.—Canton.
NIKKO MARU, Jap. str., 5,539, T. L. Harrison, 29th October—Yokohama 19th October, General—Nippon Yusen Kaisha.
PITANULON, German str., 1,380, D. Reimers, 29th October—Bangkok 21st October, Rice and Wood—Butterfield & Swire.
SEXTA, German str., 992, Desler, 29th October—Saigon 25th Oct., Rice—Siemens & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
29th October.
Fukushu Maru, Japanese str., for Swatow.
Haimun, British str., for Swatow.

DEPARTURES

29th October.
KEONG WAI, German str., for Swatow.
PAKAT, German str., for Hoikow.
TAIRUN, Chinese str., for Canton.
29th October.
MAUBAN, British str., for Saigon.
PETCHABURI, German str., for Bangkok.
PRINZ LUDWIG, German str., for Shanghai.
TEAN, British str., for Manila.
TOKIN, French str., for Shanghai.
TOSU MARU, Japanese str., for Seattle, &c.
YARBA, French str., for Europe, &c.

SHIPPING REPORTS.

The British str. *Desler* reports: Strong gale between Paracels and Hongkong.
The German str. *Pilsen* reports: Stormy weather with heavy squalls on the 27th inst.
The British str. *Arratoon* reports: Strong to moderate N. Easterly wind and sea fair and fine.

VESSELS IN DOCK.

October 29th.
ABREDDEN DOCKS.—
KOWLOON DOCKS.—*Delhi*, *Fronto*, *Kishan*, *Neil Melod*.
COSMOPOLITAN DOCKS.—

VESSELS PASSED ANJER.

Sept. 28, British str. *Kaisan*, Steele, Aug. 24, from Liverpool, for Batavia.
British str. *Zillah*, Peart, Sept. 25, from Singapore, for Christmas Island.
Oct. 1, Dutch str. *Zandals*, Kondaberry, Oct. 1, from Batavia, for Amsterdam.
Oct. 2, Dutch str. *Solo*, Engelsman, Oct. 2, from Batavia, for Rotterdam.
Oct. 3, Swedish str. *Albatros*, Olson, from Rembang, for East London.
British str. *Islander*, Wright, Oct. 1, from Singapore, for Christmas Island.
Oct. 7, Dutch str. *Gede*, Udem, Aug. 31, from Rotterdam, for Batavia.
Oct. 9, British str. *Pasha*, Mackinson, from Colombo, for Surabaya.
British str. *Cowfield*, from Hongkong.
British str. *Tenai*, Stewart, Oct. 9, from Batavia, for Amsterdam.
Oct. 11, Norwegian str. *Urus Minor*, Steerk, Aug. 29, from Diego Suarez, for Anjer i.o. of Batavia.
British str. *Obra*, Johnston, from Colombo, for Soerabaja.
Norwegian str. *Mundalay*, Vonnesen, Oct. 1, from Soerabaja, for East London.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"
Capt. A. E. Hodgins, will be despatched for the above ports on FRIDAY, the 1st November, at 9 A.M.

For Freight or Passage, apply to
DOUGLAS, LARPAIK & Co.,
General Managers.
Hongkong, 29th October, 1907. 1734

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI,"
Captain J. D. Andrews, R.N.R., carrying His Majesty's Mail, will be despatched from this office for Bombay &c. on SATURDAY, the 2nd November at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLTAN," 9,600 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Esper," due in London on 14th December, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The content and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 21st October, 1907.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL, No. 36, Electric Road & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1902.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL...	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 2nd Nov. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	BORNEO	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	About 8th November.
MARSEILLES, &c. via PORTS OF CALL	BENNET SIMONS	French str.	—	Girard	MESSAGERIES MARITIMES	On 12th Nov. at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN	CANTON	Swed. str.	—	Jäger	MELCHERS & Co.	End of November.
HAVRE & HAMBURG via STRAITS, &c.	HONENSTAUEN	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 29th November.
NAPLES, GENOA, ALGERIA, GIBRALTAR, &c.	SILEZIA	Ger. str.	k. w.	G. Meiners	MELCHERS & Co.	On 12th December.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	ROON	Ger. str.	—	Anderson	MELCHERS & Co.	On 6th Nov. at Noon.
NEW YORK via PORTS & SUEZ CANAL	OCEAN MONARCH	Am. str.	—	E. V. Roberts	SEAWAY TOMES & Co.	Quick despatch.
NEW YORK via PORTS & SUEZ CANAL	CHRYSTIE	Am. str.	—	W. von Senden	SEAWAY TOMES & Co.	On 2nd November.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	D. C. Gregor, R.N.R.	SEAWAY TOMES & Co.	About 1st December.
VICTORIA (B.C.) & TACOMA via JAPAN	SHAWMUT	Am. str.	—	G. Roth	SEAWAY TOMES & Co.	On 6th Nov. at Noon.
YOKOHAMA and KOBE	KATHARINE PARK	Brit. str.	—	H. S. Smith	SEAWAY TOMES & Co.	On 21st Nov. at 4 P.M.
AUSTRALIAN PORTS	PRINZ WALDEMAR	Ger. str.	1 m.	A. E. Sandbach	SEAWAY TOMES & Co.	On 15th November.
AFRICAN PORTS via MANILA	TSINAN	Ger. str.	—	F. Northcombe	SEAWAY TOMES & Co.	End of November.
YOKOHAMA and KOBE	PRINZ SIGISMUND	Ger. str.	—	Bahle	SEAWAY TOMES & Co.	To-morrow, at Noon.
YOKOHAMA and KOBE	TILLYWONG	Brit. str.	—	E. G. Andrews	SEAWAY TOMES & Co.	On 7th Nov. at Noon.
YOKOHAMA and KOBE	CHONGSHING	Brit. str.	1 m.	G. Roth	SEAWAY TOMES & Co.	On 25th Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	H. S. Smith	SEAWAY TOMES & Co.	About 15th November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	A. E. Sandbach	SEAWAY TOMES & Co.	Quick despatch.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	F. Northcombe	SEAWAY TOMES & Co.	On 4th Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	Bahle	SEAWAY TOMES & Co.	On 13th Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	E. G. Andrews	SEAWAY TOMES & Co.	To-day, at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	G. Roth	SEAWAY TOMES & Co.	To-morrow, at 9 A.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	H. S. Smith	SEAWAY TOMES & Co.	On 2nd Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	A. E. Sandbach	SEAWAY TOMES & Co.	About 1st November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	F. Northcombe	SEAWAY TOMES & Co.	On 1st Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	Bahle	SEAWAY TOMES & Co.	On 2nd Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	E. G. Andrews	SEAWAY TOMES & Co.	About 2nd November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	G. Roth	SEAWAY TOMES & Co.	On 2nd November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	H. S. Smith	SEAWAY TOMES & Co.	On 5th November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	A. E. Sandbach	SEAWAY TOMES & Co.	On 8th Nov. at 3 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	F. Northcombe	SEAWAY TOMES & Co.	About 10th November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	Bahle	SEAWAY TOMES & Co.	On 20th November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	E. G. Andrews	SEAWAY TOMES & Co.	End of November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	G. Roth	SEAWAY TOMES & Co.	On 3rd Nov. at 9 A.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	H. S. Smith	SEAWAY TOMES & Co.	To-day, at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	A. E. Sandbach	SEAWAY TOMES & Co.	On 1st Nov. at 9 A.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	F. Northcombe	SEAWAY TOMES & Co.	On 5th Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	Bahle	SEAWAY TOMES & Co.	On 6th Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	E. G. Andrews	SEAWAY TOMES & Co.	On 8th Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	G. Roth	SEAWAY TOMES & Co.	On 2nd Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	H. S. Smith	SEAWAY TOMES & Co.	To-day, at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	A. E. Sandbach	SEAWAY TOMES & Co.	On 1st Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	F. Northcombe	SEAWAY TOMES & Co.	On 2nd November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	Bahle	SEAWAY TOMES & Co.	On 5th Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	E. G. Andrews	SEAWAY TOMES & Co.	To-day, at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	G. Roth	SEAWAY TOMES & Co.	On 3rd Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	H. S. Smith	SEAWAY TOMES & Co.	On 5th November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	A. E. Sandbach	SEAWAY TOMES & Co.	To-day, at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	F. Northcombe	SEAWAY TOMES & Co.	On 7th Nov. at 4 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	Bahle	SEAWAY TOMES & Co.	Beginning of November.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	E. G. Andrews	SEAWAY TOMES & Co.	On 2nd Nov. at 3 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	G. Roth	SEAWAY TOMES & Co.	On 5th Nov. at 3 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	H. S. Smith	SEAWAY TOMES & Co.	On 12th Nov. at 3 P.M.
YOKOHAMA and KOBE	SHANGHAI	Brit. str.	1 m.	A. E. Sandbach	SEAWAY TOMES & Co.	Quick despatch.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR MANILA
"YUENSANG" ... Friday, 1st Nov. 4 P.M.
"HANGSANG" ... Friday, 1st Nov. 4 P.M.
"WAISHING" ... Saturday, 2nd Nov. 4 P.M.
FOR SHANGHAI
"CHEONGSHING" ... Monday, 4th Nov. 4 P.M.
"MAUSANG" ... Thursday, 7th Nov. 4 P.M.
"SHANGHAI" ... Friday, 8th Nov. 4 P.M.
"YUENSANG" ... Tuesday, 12th Nov. 3 P.M.
REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single 85. Return 100.
Penny 85. Return 100.
Calcutta 165. Return 250.
* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 30th October, 1907. GENERAL MANAGERS. 18

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 2nd November.
RUBI	2540	R. W. Almond	Manila	On 9th November.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGER.
Hongkong, 21st October, 1907. 15

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST).
SS. "OCEAN MONARCH" ... On 2nd November.
For freight and further information apply to
SHEWAN, TOMES & CO.,
GENERAL AGENTS.
Hongkong, 14th September, 1907. 16

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VILNIUS.
SWEDISH EAST ASIATIC CO., LD.,
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
DESTINATION
SHANGHAI, YOKOHAMA and KOBE
SHANGHAI, YOKOHAMA and KOBE
MARSEILLES, HAVRE and COPENHAGEN
"CANTON" ... On 2nd November.
"SIAM" ... Middle of November.
"CANTON" ... End of November.
For Further Particulars, apply to
MELOHRS & CO.,
AGENTS.
Hongkong, 19th October, 1907. 9

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 15th November.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 29th October, 1907. 7

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

BY the new steamers, "RHEINLAND" and "HONENSTAUEN" These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amidsip and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.
FOR SHANGHAI, KOBE, YOKOHAMA.
FOR THE STRAITS COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG

SILEZIA ... 2nd November
SCANDIA ... 2nd December

HOMEWARD.
FOR SHANGHAI, KOBE, YOKOHAMA ... 30th Oct.
SITHONIA ... 29th Nov.
SILEZIA ... 11th Dec.

Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amidsip. Lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board.

12

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, HATYAI, COLOMBO, CALCUTTA, BOMBAY, ADEEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"BENNET SIMONS"
Captain Girard, will be despatched for MARSEILLES, on TUESDAY, the 12th November, at 1 P.M.

The Steamer connects at Colombo with one of the Co's Australian steamers bound for Marseilles via BOMBAY and ADEEN. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next sailings will be as follows:
S.S. "POLYNESIE" ... 26th Nov.
S.S. "TONGARE" ... 10th Dec.
S.S. "TOURANE" ... 24th Dec.
G. de CHAMPEAUX,
Agent.

Hongkong, 30th October, 1907. 2

THE RUSSIAN VOLUNTEER FLEET

FOR CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.

THE Steamship

"KIEW,"
will be ready to load about Middle of November.
For Freight or Passage, apply to
MELOHRS & CO.,
AGENTS.

Hongkong, 25th October, 1907. 1712

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe, Yokohama). With option to Call at Mexican and other Coast Ports.

Steamers Tons

"KATHARINE PARK" 5,000 End of Nov.
"KASATO MARU" 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
York Building.
Hongkong, 12th October, 1907. 10

For NEW YORK VIA PORTS AND SUEZ CANAL.

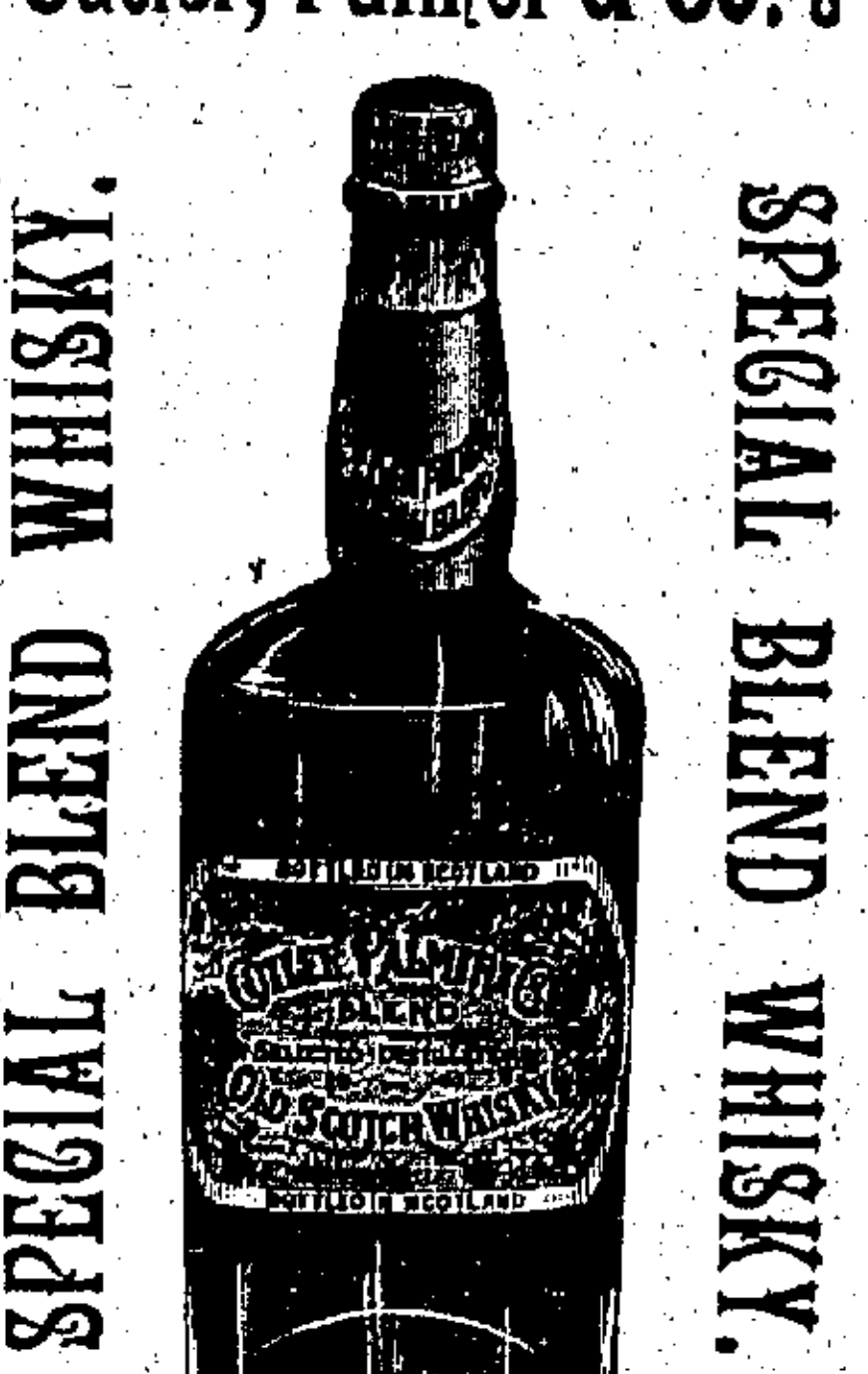
(With liberty to call at the Malabar Coast).

THE Steamship

"SCHUYLKILL,"
Captain Anderson, will be despatched as above on or about the 1st December.
For Freight, &c., apply to

STANDARD OIL CO. OF NEW YORK,
Oriental Freight Department,
(Hotel Mansions).
Hongkong, 25th October, 1907. 1721

Cutler, Palmer & Co.'s



SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Kien, Kien, Kien, and all the others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto known.

THERAPION No. 1 is a re-constituent, often a few days' use, removes all the morbid elements of the system, restores the vitality of the organs, and all the diseases for which it has been too much a fashion to employ mercury, arsenic, and other drugs, the destruction of the teeth and ruin of the health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 2 is a re-constituent, often a few days' use, removes all

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DEVANHA	About 1st Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Nov.	See Special Advertisement.
SHANGHAI, MOJI, KOBE	PALERMO	About 2nd Nov.	Freight and Passage.
LONDON and ANTWERP	BORNEO	About 6th Nov.	Freight and Passage.
PENANG, COLOMBO, PORT SAID and MARSE LLES			
SHANGHAI, MOJI, KOBE	SYRIA	About 10th Nov.	Freight and Passage.
and YOKOHAMA			

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 29th October, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI Direct	"SHAOHSING"	On 30th Oct., P.M.	
MANILA	"FRAN"	On 30th Oct., P.M.	
CEBU & ILOILO	"SUNGKIANG"	On 30th Oct., P.M.	
SWATOW, SHANGHAI, CHEFOO	"NANCHANG"	On 30th Oct., 4 P.M.	
and NEWCHANG			
SYDNEY and MELBOURNE	"TAIYUAN"	On 31st Oct., Noon	
HONGKONG and HAIPHONG	"SINGAN"	On 2nd Nov., P.M.	
SHANGHAI Direct	"YOHOW"	On 2nd Nov., 4 P.M.	
SWATOW and SHANGHAI	"PAKHOI"	On 5th Nov., 4 P.M.	
SWATOW and SHANGHAI	"KWANGSE"	On 6th Nov., 4 P.M.	
SWATOW and SHANGHAI	"KUEICHOW"	On 13th Nov., 4 P.M.	
CHEFOO and TIENTSIN	"TSINAN"	On 25th Nov., 4 P.M.	
KOBE			

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australasia Ports.

For Freight or Passage, apply to—
Hongkong, 30th October, 1907.BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU"	THURSDAY, 31st Oct., at 9 A.M.
TAMUI VIA SWATOW AND AMOY	"JOSHIN MARU"	SUNDAY, 3rd Nov., at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th October, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER 11 days across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPERESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPERESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons registered. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10

and 1st Class Railways £40. " £42.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fadder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE"	Tuesday, 5th Nov. ber.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"ROON"	Wedday, 6th Nov., at Noon.
MANILA, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 7th Nov., at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 15th November.
KUDAT and SANDAKAN	"BORNEO"	Beginning of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th October, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA	First half of Nov.	JAVA PORTS	Second half of Nov.
TJIMAH...	JAPAN	First half of Nov.	JAVA PORTS	First half of Nov.
TJILIWONG...	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJILATJAP...	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIBODAS...	JAPAN	Second half of Nov.	JAVA PORTS	Second half of Nov.
TJIKINI...	JAVA	First half of Dec.	JAPAN	First half of Dec.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 25th October, 1907.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

"BUELOV"	8,000	ON MARCH 11TH.
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
"PRINZESS ALICE"	10,911	ON APRIL 8TH.

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General Agents. 1905

Hongkong, 19th August, 1907.

SHIPPING IN PORT.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
ACARA, British str., 3,174, Wm. Hume, 1st Oct.	British str.	1st Oct.	Standard Oil Co.	
BOURBON, French str., 997, Le Bail, 19th Oct.	French str.	19th Oct.	General-Chinese.	
DAAGY, Norwegian str., 883, O. Abrahamson, 24th Oct.	Norwegian str.	24th Oct.	General-Chinese.	
DELL, German str., 726, J. Lepp, 3rd Oct.	German str.	3rd Oct.	General-Chinese.	
EMPERESS OF JAPAN, British str., 5,940, H. Pybus, R.N.R., 20th Oct.	British str.	20th Oct.	General-Chinese.	
FUKUSHU MARU, Japanese str., 1,090, T. Ito, 26th Oct.	Japanese str.	26th Oct.	General-Chinese.	
HAINUN, British str., 636, A. J. Hobson, 28th Oct.	British str.	28th Oct.	General-Chinese.	
HELIOPOLIS, British str., 2,967, J. W. Martin, 25th Oct.	British str.	25th Oct.	General-Chinese.	
HILARY, German str., 1,276, H. Necker, 22nd Oct.	German str.	22nd Oct.	General-Chinese.	
IDOMENOUS, British str., 4,350, H. Nash, 28th Oct.	British str.	28th Oct.	General-Chinese.	
KORAI, American str., 5,651, S. Sindberg, 21st Oct.	American str.	21st Oct.	General-Chinese.	
KUMANO MARU, Japanese str., 5,776, Nail Mathieson, 28th Oct.	Japanese str.	28th Oct.	General-Chinese.	
MEERPO, Chinese str., 1,348, John McArthur, 22nd Oct.	Chinese str.	22nd Oct.	General-Chinese.	
MONTAGLE, British str., 3,353, S. Robinson, R.N.R., 18th Oct.	British str.	18th Oct.	General-Chinese.	
MORLAIX, British str., 1,737, F. W. Balton, 18th Oct.	British str.	18th Oct.	General-Chinese.	
NANCHANG, British str., 1,040, J. Mackenzie, 25th Oct.	British str.	25th Oct.	General-Chinese.	
PAUVERTA, British str., 2,350, Sannard, 20th Oct.	British str.	20th Oct.	General-Chinese.	
PROMETHEUS, Norwegian str., 1,023, Kornelissen, 23rd Oct.	Norwegian str.	23rd Oct.	General-Chinese.	
PROTECTOR, Norwegian str., 837, The Seabird, 14th Oct.	Norwegian str.	14th Oct.	General-Chinese.	
SHAOHSING, British str., 1,307, McIntosh, 25th Oct.	British str.	25th Oct.	General-Chinese.	
SHOSHU MARU, Japanese str., 999, M. Nemoto, 27th Oct.	Japanese str.	27th Oct.	General-Chinese.	
STONAR, German str., 907, Schickler, 26th Oct.	German str.	26th Oct.	General-Chinese.	
SINGAR, British str., 1,047, Jamieson, 28th Oct.	British str.	28th Oct.	General-Chinese.	
SUNGLIANG, British str., 937, G. H. Pannafather, 27th Oct.	British str.	27th Oct.	General-Chinese.	
TAISHUN, Chinese str., 1,216, Stephen, 27th Oct.	Chinese str.	27th Oct.	General-Chinese.	
TAIYUAN, British str., 3,300, L. Dawson, 27th Oct.	British str.	27th Oct.	General-Chinese.	
TSINAN, German str., 1,002, O. Koch, 28th Oct.	German str.	28th Oct.	General-Chinese.	
VANCOUVER, British str., 1,954, McDougall, 24th Oct.	British str.	24th Oct.	General-Chinese.	
VOLUT, British str., 2,593, C. Stott, 22nd Oct.	British str.	22nd Oct.	General-Chinese.	
WAIRING, British str., 1,170, Richard, 25th Oct.	British str.	25th Oct.	General-Chinese.	
YUNYANG, British str., 1,128, Rolfe, 28th Oct.	British str.	28th Oct.	General-Chinese.	
ZAPORO, British str., 1,619, A. Fraser, 28th Oct.	British str.	28th Oct.	General-Chinese.	

NOTICES TO CONSIGNEES

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC," YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,
Agents.

Hongkong, 22nd October, 1907.

"HARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship "MONTROSE," FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th Nov., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

S.S. "TOKIN" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Charente" and "Matapan" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. To-day, requesting it to be landed here.

Hills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Monday, the 4th Nov., 1907, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 4th Nov., 1907, or they will not be recognized.

All damaged packages will be examined on Monday, the 4th Nov., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th October, 1907.

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Great Britain—Nanking, 1842; Tientsin,
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Convention, 1860; Rules for Joint Invest-
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1876, with Additional Article; Opium Con-
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Tibet Sikkim Convention, 1890; Burma
Convention, 1897; Kowloon Extension, 1898;
Weihsaiwei, 1898; Convention, Commercial;
Shanghai, 1892; Emigration Convention,
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France—Tientsin, 1859; Convention, 1860;
Tientsin, 1865; Conventions, 1866, 1867, and
1895; Frontier Trade Regulations.
United States—Tientsin, 1858; Additional
1868; Peking, 1860; Immigration, 1894;
Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1860;
Kiaochow Convention, 1898; Railway and
Mining Concessions, 1898.

Japan—Shimonoseki, 1859; Liaoning Con-
vention, 1859; Commercial, 1896; New Ports
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Russian—S. Petersburg, 1881; Russian Land
Trade, 1881.
Portugal, 1888; Commercial Treaty, 1894.
FINAL PROTOCOL made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN
Great Britain, 1894; Dalian Convention, 1895;
Russia, Agreements as to Corea; United
States, Extraterritorial Treaty, 1896; Great
Britain (Alliance) 1901; Russia (Peace
Treaty) 1905.

TREATIES WITH CORREA
Japan, 1876; Japan Supplementary, 1876;
Japan, 1905; United States, 1882; Great
Britain, 1895.

TREATIES WITH SIAM
Great Britain, 1856 and 1899; France, 1893
and 1904; Japan, 1893; Russia, 1899.
Great Britain and France, Siamese Frontier.
Great Britain and Russia, Railway Convention
1899.

CUSTOMS TARIFFS
TRADE REGULATIONS
China, Japan, Siam, Corea.

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